

Missouri
State Fleet Efficiency
and
Alternative Fuel Program

Annual Report
State Fiscal Year 2014



Division of Energy

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Jeremiah W. (Jay) Nixon
Governor



Mike Downing, CECD
Director

DIVISION OF ENERGY

The Fuel Conservation for State Vehicles Program statute, Sections 414.400 - 414.417 RSMo, and the federal Energy Policy Act establish guidelines for Missouri state agencies to manage transportation fuel consumption and promote the use of clean domestic alternative fuels.

All state agencies are obligated to report their progress annually to the department's Division of Energy for the development of the Missouri State Fleet Efficiency and Alternative Fuels Program Annual Report.

We are pleased to submit for your consideration this report for state fiscal year 2014 on state fleet efficiency and alternative fuels use.

Sincerely,

DIVISION OF ENERGY

A handwritten signature in blue ink, appearing to read "Lewis Mills".

Lewis Mills
Director

LM:ccm

Table of Contents

I.	Executive Summary	1
II.	Introduction.....	4
III.	Annual Fuel Consumption, Number of Vehicles and Vehicle Miles Traveled	6
IV.	Average Fleet Fuel Economy.....	8
V.	Alternative Fuel Use and Alternative Fuel Vehicle Acquisitions.....	10
VI.	Operating Cost	13
VII.	Program Status	14
VIII.	Program Recommendations.....	15
Appendix A - Federal and Missouri Legislation: Comparison of Key Alternative Fuel Provisions; Missouri Statute (RSMo 414.400 - 414.417).....		A-1
Appendix B - State Fleet Summary Tables and Fleet Data by State Agency		B-1
Appendix C - Unit Consumption Conversion Table of Vehicle Motor Fuels		C-1
Appendix D - Missouri State Fleet Performance Measurement Tables.....		D-1

I. Executive Summary

In 1991, the Missouri General Assembly set standards for economically and environmentally responsible state fleet management by passing Sections 414.400 - 414.417, Revised Statutes of Missouri (RSMo), also known as the Fuel Conservation for State Vehicles Program (Appendix A). The intent of this legislation was to encourage the increase of the average fuel efficiency of the state fleet and the use of cleaner alternative transportation fuels in state vehicles. The statute provides for an annual state fleet report to be compiled by the Department of Natural Resources.¹ The annual state fleet report is compiled by the Division of Energy and includes, but not limited to, annual fuel consumption, number of vehicles operated, vehicle miles traveled, average fleet fuel economy, estimated cost savings and the state's use of alternative fuels. Fleet data submitted to the department by the reporting agencies is provided in Appendix B. This report covers fiscal year (FY) 2014, July 1, 2013 through June 30, 2014.

All Missouri state agencies (or "agencies") are required to comply with the statute and are subject to one or both of the fleet efficiency and alternative fuel requirements. Agencies comply with reporting requirements by annually providing the department's Division of Energy (the "division") with vehicle operating data on their respective fleets that includes the information listed above. The statute includes light-duty vehicles which are defined as vehicles under 8,500 pounds gross vehicle weight rating. State agencies operated a total of 12,430 vehicles during fiscal year 2014. State agencies reported that 4,064 vehicles of these were eligible to meet the vehicle fuel efficiency and alternative fuel requirements (eligible vehicles) as described in the statutes, and another 8,366 vehicles were reported as exempt from meeting those requirements (exempt vehicles).

For the eligible vehicles, agencies reported logging a total of 46,314,510 miles and using 1,968,336 gallons of gasoline; 161,428 gallons of 85 percent ethanol (E85), including E85 used in exempt vehicles; 584 gallons of propane, including propane in exempt vehicles; zero cubic feet of compressed natural gas (CNG); and 3,476 kilowatt hours (kWh) of electricity (103 gasoline gallon equivalents or GGE). Compared to fiscal year 2013, state employees drove one percent more miles in FY 2014. Gasoline usage increased by less than one-half percent; E85 usage decreased by 18 percent; propane usage increased by 38 percent; and CNG usage remained at zero.

Agencies also reported use of biodiesel in state vehicles in FY 2014 and although biodiesel is normally used in vehicles designated as exempt under the statute, the U.S. Department of Energy (US DOE) defines biodiesel blended at levels of 20 percent² or greater an alternative fuel. For purposes of this report and to ensure reporting consistency, we have converted the reported quantities for blends of biodiesel less than the 100 percent blend level, to its equivalent if purchased at a 100 percent level. Using this conversion, the combined total of biodiesel used by state agencies during the reporting period was 258,330 gallons which equates to 1,291,650

¹ Per Executive Order #13-03, the Division of Energy was transferred from the Department of Natural Resources to the Department of Economic Development effective August 28, 2013. The transfer included "all authority, powers, duties, functions, records, personnel, property, contracts, budgets, matters pending, and other pertinent vestiges" of the division. Therefore, the reporting requirements fall under the responsibility of the Department of Economic Development (the "department"). Copies of the Executive Order #13-03 is provided in Appendix A.

² A biodiesel blend level of 20 percent is the most commonly used.

gallons of biodiesel blended at the 20 percent level. Factors limiting the Missouri Department of Transportation's (MoDOT) diesel and biodiesel consumption during winter months included using equipment that was the most fuel efficient to do the job; replacing diesel units with gasoline units; and installing automatic idle shut down features on heavy equipment.

Vehicle fuel efficiency standards described in the statute require that agencies purchase new vehicles that meet or exceed standards set by the U.S. Environmental Protection Agency (EPA). Under these standards, new vehicles purchased by state agencies are required to meet or exceed the corporate average fuel efficiency or (CAFE) standards.

Per rules established and published in the Federal Register May 7, 2010, starting with model year (MY) 2012 vehicles, automakers will be required to improve fleet-wide fuel economy and reduce fleet-wide greenhouse gas emissions by approximately five percent each year. The National Highway Traffic Safety Administration (NHTSA) has established fuel economy standards that increase each year reaching an estimated 34.1 mpg for the combined industry-wide fleet for MY 2016.

NHTSA is required by the Energy Independence and Security Act of 2007 (EISA) to set a minimum fuel economy standard for domestically manufactured passenger cars in addition to the attribute-based passenger car standard. The agency's estimates for the MY 2012–2016 CAFE standards are provided in the Average Fleet Fuel Economy section of this report.

During the 2014 fiscal year, the overall average fuel efficiency of new vehicles reported by agencies was 40.4 mpg for passenger cars and 30.0 mpg for light-duty trucks.³ Each of the 30 reporting agencies that purchased passenger cars or light duty trucks exceeded its required CAFE standards.

The alternative fuel standards described in the statute require that 50 percent of agencies' new vehicles purchased are capable of being refueled with an alternative fuel. After January 1, 2008, the Commissioner of the Office of Administration was required to ensure that at least 70 percent of new state fleet vehicles are flexible fuel vehicles (Section 37.455). As determined by the US DOE, state fleets may satisfy their Alternative Fuel Vehicle (AFV) acquisition requirements in model year 2014 and later by acquiring light duty non-AFV Hybrid Electric Vehicles (HEV). An agency will earn one-half credit for the acquisition of each non-AFV HEV. Of the 30 reporting state agencies, 16 met or exceeded the statutory requirement, four state agencies did not meet the statutory requirement, and 10 agencies were not required to meet the statutory requirement.⁴

The statute requires that at least 30 percent of all fuel used in eligible, state-owned AFVs, be the designated alternative fuel. During FY 2014, seven percent of all fuel used in eligible AFVs was the designated alternative fuel. However, the statute provides for state agencies to take credit toward meeting their 30 percent goal by the use of alternative fuel in exempt vehicles and

³ Note that the CAFE numeric system awards additional credit for purchase of alternative fuel vehicles. This credit can significantly increase the CAFE rating of vehicles purchased and accounts for the high overall efficiency of new vehicles acquired.

⁴ By statute, a state agency is not required to meet the AFV purchasing requirement if it did not purchase any new vehicles or they operated 15 or fewer eligible vehicles.

including in the numbers reported. When the biodiesel used to refuel exempt diesel vehicles and the other fuels used in exempt AFVs are included in the calculation, the percent of alternative fuel reported used rose to 20 percent.

For many agencies it has been a challenge to meet the 30% requirement in part due to the reduced price differential of E85 when compared to gasoline and also in part due to the lack of availability of refueling stations that offer E85 fuel at locations that are convenient for state vehicle refueling. Agencies use Executive Order (EO) 95-05 as a guide in determining the feasibility of using alternative fuel when refueling. The EO provides guidelines for when to consider E85 price competitive.

http://www.sos.mo.gov/library/reference/orders/1995/eo1995_005.asp

The division has worked throughout the reporting period to promote the continued and increased use of alternative fuels and has provided technical and programmatic assistance to state agencies. MoDOT continues to install signage at exits along divided highways to indicate alternative fuels availability. In addition, the division has designed alternative fuel signs for state agencies to place at their respective fleet lots. These signs remind state employees to refuel with the appropriate alternative fuel in AFVs whenever possible. E85 magnets, static window stickers and fuel door stickers are also available from DE. Colored labels for vehicle packets are available to identify AFVs and directions are provided for refueling facilities. The division strongly urges state agencies to include in packets for E85 vehicles the E85 station listing. A link to E85 station locations has been made available for agencies to distribute through their e-mail group address list.⁵ In summary, agencies reported increased total fuel consumption during FY 2014 while logging an increased number of total miles traveled. The division has encouraged agencies to improve fleet fuel efficiency and for them to take advantage of opportunities for improvement throughout the year. The division has encouraged all stakeholders to share ideas that would further these efforts.

⁵ The E85 station listing can be found at www.afdc.energy.gov/locator/stations/.

II. Introduction

In 1991, the Missouri General Assembly set standards for economically and environmentally responsible state fleet management by passing Sections 414.400 - 414.417, RSMo, also known by the title Fuel Conservation for State Vehicles Program (Appendix A). The intent of this legislation was to encourage the increase the average fuel efficiency of the state fleet and the use of cleaner alternative transportation fuels in state vehicles. The statute provides for an annual state fleet report to be compiled by the department which includes, but not limited to, annual fuel consumption, number of vehicles operated, vehicle miles traveled, average fleet fuel economy, estimated cost savings and the state's use of alternative fuels. The annual state fleet report is compiled by the Division of Energy. Fleet data submitted to the department by the reporting agencies is provided in Appendix B. This report covers the period of fiscal year 2014, July 1, 2013, through June 30, 2014.

All Missouri state agencies (or "agencies") are required to comply with the statute and are subject to one or both of the fleet efficiency and alternative fuel requirements. The statute covers light-duty vehicles, defined as those under 8,500 pounds gross vehicle weight rating. The department is required to prepare an annual report on the Fuel Conservation for State Vehicles Program. The state agencies that do not meet the requirements for purchase of alternative fuel vehicles must obtain a waiver from the Office of Administration (OA) before purchasing any light-duty vehicle other than an AFV. OA is required to ensure compliance with purchasing guidelines of AFVs and efficiency standards of conventional fuel vehicles.

State agencies have the opportunity to stretch operating budgets through greater fleet efficiency and to demonstrate approaches that reduce fuel consumption, manage travel efficiently and use cleaner alternative fuels. This program also offers opportunities for interagency communication and cooperation.

Based on statutory requirements⁶, the following are the Fuel Conservation for State Vehicles Program objectives:

- *To achieve an efficient vehicle fleet.* Legislation effective January 1, 1999, requires state agencies to meet minimum guidelines for efficient vehicle fleet management as established by the department.
- *To realize environmental and economic benefits of using alternative transportation fuels.* State government is to operate vehicles on alternative fuels, such as 85 percent ethanol, propane, compressed natural gas or others, if the fuels are within the incremental life-cycle cost caps designated in the statute. Legislation effective January 1, 1999, establishes the maximum incremental life-cycle cost difference at 10 percent, except for vehicles to be used in clean air maintenance and non-attainment areas of Kansas City and

⁶ All agencies of Missouri state government are subject to the provisions of the program, with the exception of the departments of Transportation and Conservation, which may develop fleet management plans independently. Certain off-road vehicles, special use vehicles, law enforcement vehicles and vehicles for which no published EPA CAFE standard exists are exempt from the provisions.

St. Louis, where the allowable incremental cost difference is 17 percent.

- *To increase the number of alternative fuel vehicles (AFV) in state fleets.* Since January 1, 2008, the Commissioner of the Office of Administration has been required to ensure that at least 70 percent of new state fleet vehicles are flexible fuel vehicles (Section 37.455).

Starting July 1, 2001, at least 30 percent of the fuel used in state-owned AFVs was required to be an alternative fuel. Compliance with these requirements by individual agencies and in the aggregate is documented in annual reports submitted by the agencies to DE following the end of the fiscal year. Summary tables showing the fleet operating data in total and by the individual agencies can be found in Appendix B.⁷

⁷ Through the Standard Compliance option, state fleets that are covered under the Energy Policy Act (EPAAct) may meet their requirements each year by acquiring 75% AFVs as a percentage of their light-duty, non-excluded vehicle acquisitions.

III. Annual Fuel Consumption

Shown in Table 1 are the annual fuel consumption numbers reported by state agencies for state-owned vehicles operated during FY 2014. Gasoline, diesel, and alternative fuel consumption are compared for eligible, exempt, and all vehicles operated throughout the reporting period. Biodiesel consumption, shown in the table at the B100 blend level, is the majority of the alternative fuel used in exempt vehicles.

Table 1 FY 2014 Fuel Consumption			
Fuel Type	Eligible Vehicles	Exempt Vehicles	All State Vehicles
Gasoline (gallons)	1,968,336	5,756,665	7,725,001
Diesel (gallons)	17,743	3,962,224	3,979,967
Alternative Fuel (gge) *biodiesel is included as B100	106,421	288,125	394,546

Following the end of the fiscal year, both annual fuel consumption and annual fuel cost numbers are provided by state agencies to the department. Shown in Table 2 are the annual fuel cost numbers that directly correspond to the fuel consumption numbers shown in Table 1.

Table 2 FY 2014 Fuel Cost			
Fuel Type	Eligible Vehicles	Exempt Vehicles	All State Vehicles
Gasoline (gallons)	\$5,998,566	\$12,512,822	\$18,511,388
Diesel (gallons)	\$56,584	\$13,454,868	\$13,511,452
Alternative Fuel (gge)	\$421,692	\$934,947	\$1,356,639
Total	\$6,476,842	\$26,902,637	\$33,379,479

To provide a measure of the overall operational fleet size, Table 3 shows the number of state-owned vehicles operated by state agencies in FY 2014. The numbers shown include all vehicles acquired, all vehicles in continuous service, and all vehicles retired from state service during the period. Diesel vehicles are not classified as AFVs. Therefore, in Tables 3 and 4, diesel vehicles are shown as a separate entry even if they were fueled with biodiesel.

Table 3 FY 2014 Number of Vehicles Operated			
Vehicle Type	Eligible Vehicles	Exempt Vehicles	All State Vehicles
Gasoline	1,700	4,354	6,054
Diesel	36	2,403	2,439
Alternative Fuel	2,328	1,609	3,937
Total	4,064	8,366	12,430

During FY 2014, the vehicle miles traveled in eligible state vehicles were 12,099,659 in gasoline and hybrid vehicles, 276,682 in diesel vehicles, and 33,938,169 in AFVs. Agencies are not required to submit to the department the vehicle miles traveled in state vehicles that are exempt from fuel efficiency and alternative fuel reporting requirements.

Annual maintenance costs are factored into the total operating cost for state-owned vehicles. Shown in Table 4 are the annual maintenance costs incurred for the repair and upkeep of state-owned vehicles operated in FY 2014.

Table 4 FY 2014 Vehicle Maintenance Cost			
Vehicle Type	Eligible Vehicles	Exempt Vehicles	All State Vehicles
Gasoline	\$1,145,905	\$3,356,168	\$4,502,073
Diesel	\$33,343	\$6,943,322	\$6,976,665
Alternative Fuel	\$1,776,515	\$1,106,014	\$2,882,529
Total	\$2,955,763	\$11,405,504	\$14,361,267

Caution should be exercised when interpreting the reported maintenance cost numbers since the method used for collecting and reporting maintenance cost could be different from one agency to the next. For example, most agencies enter into vehicle repair and upkeep contracts with outside organizations while some agencies employ vehicle maintenance staff responsible for the repair and upkeep of agency vehicles.

IV. Average Fleet Fuel Economy

Although a procedural process for the computation of average fleet fuel economy is not described in Missouri law, the statute does require that each agency's overall vehicle fleet fuel efficiency for eligible state vehicles meet or exceed the standards set by the federal government.

The U.S. Environmental Protection Agency, with assistance from the U.S. Department of Transportation, has developed a rating system for measuring vehicle fuel efficiency. The rating system (referenced in the statute) is called corporate average fuel economy or CAFE. CAFE is a comprehensive fuel efficiency rating system that was developed to measure the vehicle fuel efficiency of vehicles sold in the United States. Since CAFE is an average, a company can sell vehicles that fall below the CAFE standards as long as the company's overall averages stay within the standards.

Per rules established and published in the Federal Register May 7, 2010, starting with model year (MY) 2012 vehicles, automakers were required to improve fleet-wide fuel economy and reduce fleet-wide greenhouse gas emissions by approximately five percent each year.

The National Highway Traffic Safety Administration (NHTSA) has established fuel economy standards that increase each year reaching an estimated 34.1 mpg for the combined industry-wide fleet for MY 2016.

NHTSA is also required by the Energy Independence and Security Act of 2007 (EISA) to set a minimum fuel economy standard for domestically manufactured passenger cars in addition to the attribute-based passenger car standard. The minimum standard "shall be the greater of (A) 27.5 miles per gallon (mpg); or (B) 92 percent of the average fuel economy projected by the Secretary for the combined domestic and non-domestic passenger automobile fleets manufactured for sale in the United States by all manufacturers in the model year." Based on NHTSA's current market forecast, the agency's estimates of these minimum standards under the MY 2012–2016 CAFE standards are:

- 32.1 mpg for MY 2014 passenger cars⁸,
- 33.3 mpg for MY 2015 passenger cars, and
- 34.7 mpg for MY 2016 passenger cars.

Parameters established for the light truck fuel economy minimum targets are:

- 23.1 mpg for MY 2014 light duty trucks,
- 23.9 mpg for MY 2015 light duty trucks, and
- 24.7 mpg for MY 2016 light duty trucks.

⁸ Station wagons are included under the passenger car category while light-duty trucks include pickups, sport utility vehicles (SUVs) and vans.

Acquisitions which are included in the computation of the average fleet fuel economy are only new vehicle acquisitions. By using this approach, emphasis is placed on the purchase of vehicles that meet or exceed the federal CAFE standards, and this approach is compatible with federal Energy Policy Act of 2002 requirements.

As shown in Figure 1, all of the state agencies exceeded the federal CAFE standard by purchasing new passenger cars with an average CAFE rating of 40.4 mpg. Agencies also exceeded the federal standard with new acquisitions of light-duty trucks by purchasing new light-duty trucks that earned an overall average CAFE rating of 30.0 mpg. Although other vehicles may have been purchased throughout the reporting period, only those vehicles not exempt from state vehicle fuel efficiency requirements were included in the averages.

The CAFE rating system awards additional credit for purchasing alternative fuel vehicles. This higher rating can significantly increase the CAFE rating for these vehicles. Some examples of AFVs with higher ratings include the 2014 E85 Chevrolet Impala, awarded a CAFE rating of 37.1 mpg, and the 2014 E85 Dodge Grand Caravan, awarded a CAFE rating of 33.96 mpg. All agencies made purchases that, on average, exceeded CAFE standards. For additional information, the CAFE ratings earned by each agency and the total ratings earned by the entire state fleet are shown in the fuel economy tables in Appendix D.

To help reduce fleet operating costs, some agencies countered higher fuel prices by placing more emphasis on driving fuel-efficient hybrid vehicles. Overall, as shown in Figure 2, state hybrid passenger cars achieved an average of seven mpg greater than that of other gasoline-powered passenger cars operated by the state fleet. In the light-duty truck category, state hybrid vehicles achieved an average of 12 mpg greater than the state's other gasoline-powered light-duty trucks.

Hybrid-electric vehicles (HEVs) are primarily propelled by an internal combustion engine, just like conventional vehicles. However, HEVs also convert energy normally wasted during coasting and braking into electricity, which is stored in a battery until needed by the electric motor. The electric motor is used to assist the engine when accelerating, climbing a grade, or in low-speed driving conditions where internal combustion engines are least efficient. Unlike all-electric vehicles, HEVs do not need to be plugged into an external source of electricity to be recharged; Conventional gasoline and regenerative braking provide all the energy the vehicle needs.⁹

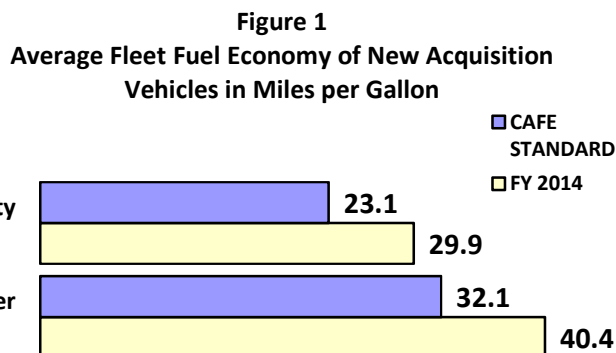
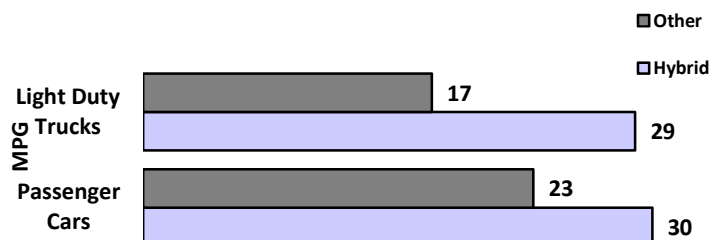


Figure 2 - Missouri State Fleet
Average Fleet Fuel Economy of Hybrid and Other Gasoline Vehicles (FY14)



⁹ (Source: Fuel Economy Guide, U.S. Department of Energy & U.S. Environmental Protection Agency)

As determined by the US DOE, state fleets may satisfy their AFV-acquisition requirements in model year 2014 and later by acquiring light duty non-AFV Hybrid Electric Vehicles (HEV). An agency will earn one-half credit for the acquisition of each non-AFV HEV.

V. Alternative Fuel Use and Alternative Fuel Vehicle Acquisitions

As defined by Section 414.400, RSMo, alternative fuels are those motor vehicle fuels that are not substantially unleaded gasoline or diesel, and otherwise contribute to potential energy security and environmental benefits.

Both an alternative fuel and a renewable fuel, E85 is produced from 85 percent ethanol blended with 15 percent unleaded gasoline. As shown in Figure 3, during FY 2014, state-owned E85 vehicles consumed 161,428 gallons of E85 (including exempt E85 vehicle usage) and due to limited availability and other refueling issues, also consumed 1,314,698 gallons of unleaded gasoline.

Biodiesel, another alternative fuel with renewable fuel content, is used in state-owned diesel vehicles even though diesel vehicles are not classified as AFVs and are generally exempt under the statute. Biodiesel blended at levels of 20 percent or greater is defined by the U.S. Department of Energy as both an alternative and renewable fuel. For federal reporting purposes and for the purposes of this report, the gallons of biodiesel used at the 20 percent or greater blend levels are combined and converted to a 100 blend level equivalent in gallons. When converted to the 100 percent blend level, state diesel vehicles consumed 258,330 gallons of biodiesel during the reporting period. As shown in Figure 4, this equates to 1,291,650 gallons of biodiesel blended at the 20 percent level.

Throughout FY 2014, MoDOT and the Department of Public Safety (DPS) were the only agencies reporting biodiesel usage. The DPS was able to refuel with biodiesel through the use of MoDOT fueling locations. Factors limiting MoDOT diesel and biodiesel consumption during winter months include using equipment that was the most fuel efficient to do the job; replacing diesel units with gasoline units; and installing automatic idle shut down features on heavy equipment.

Figure 3 - Missouri State Fleet Ethanol 85 Used in E85 Vehicles (in gallons)

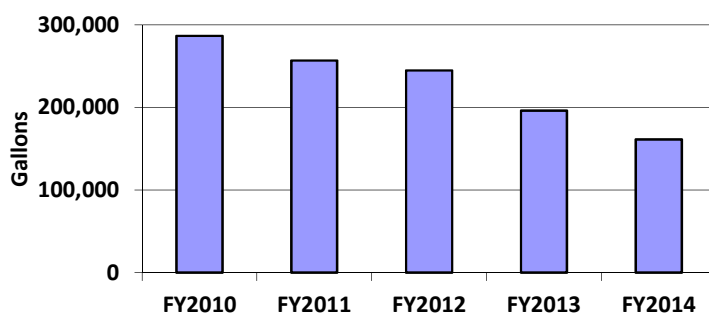
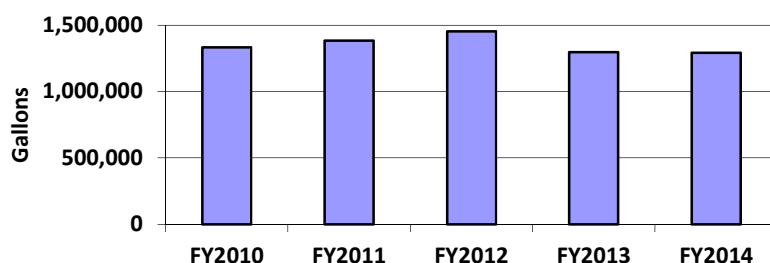


Figure 4 - Missouri State Fleet Biodiesel (B20) Used in Diesel Vehicles (in gallons)

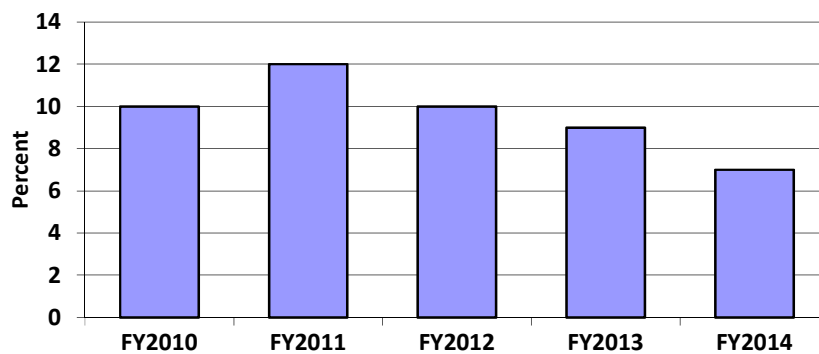


In addition to the alternative fuels that are processed from renewable sources, another alternative fuels group effectively reduces automobile emissions. This group includes propane, compressed natural gas, and electricity. During the reporting period, state vehicles consumed 584 gallons of propane; zero cubic feet of compressed natural gas; and 3,476 kilowatt hours (kWh) of electricity.

Propane is offered at many retail outlets throughout the state and the number of compressed natural gas stations has increased and is now currently offered at seven public retail refueling sites, as of the date of this report.

Another important aspect of alternative fuel use in state-owned vehicles is the percent of alternative fuel used in those vehicles. Many AFVs can be refueled with either the designated alternative fuel or regular unleaded gasoline. State statutes specify that 30 percent of all fuel used in state-owned AFVs should be the designated alternative fuel. As shown in Figure 5, the percent of alternative fuel used in state operated AFVs was seven percent throughout fiscal year 2014. Biodiesel is not included in this chart. The statute, however, provides for state agencies to take credit towards meeting their 30 percent purchasing goal by reporting the alternative fuel used in exempt vehicles. When the biodiesel used in exempt diesel vehicles and the other fuels used in exempt AFVs are included in the calculation, the percent of alternative fuel that qualifies as used in AFVs rises from seven percent to 20 percent.

**Figure 5 - Missouri State Fleet
Percent of Alternative Fuel Use in Alternative Fuel Vehicles**



A breakout of the alternative fuel usage by fuel types (Table 5) shows the percent of alternative fuel used in state AFVs was seven percent E85 in flexible fuel E85 vehicles, six percent propane in dual-fuel propane vehicles, and zero percent compressed natural gas (CNG) in dual-fuel CNG vehicles. See Table 5 for the corresponding consumption numbers shown in gallons for gasoline and in GGE for the alternative fuels.

Table 5 Percent of Alternative Fuel Use In Alternative Fuel Vehicles for FY 2014					
Vehicle Fuel Type	Number of Vehicles	GAS/DSL (gal/GGE)	Alternative Fuel in GGE	Total Fuel in GGE	% Alternative Fuel Use
B20 (exempt vehicles)	2,403	3,311,309	1,446,058	4,757,367	30%
E85	2,270	1,314,697	105,914	1,420,611	7%
E85 (exempt vehicles)	1,602	1,706,335	9,186	1,715,521	1%
Propane	6	5,846	396	6,242	6%
Propane (exempt vehicles)	7	1,601	57	1,658	3%
CNG	1	68	0	68	0%
CNG (exempt vehicles)	0	0	0	0	0%
Electric	22	0	103	103	100%
Total (Eligible vehicles only)	2,299	1,320,611	106,413	1,427,024	7%
Total (Exempt vehicles only)	4,012	5,019,245	1,455,301	6,474,546	22%
Total	6,311	6,339,856	1,561,714	7,901,570	20%

Missouri statutes include acquisition requirements for AFVs. Beginning January 1, 2008, the commissioner of OA has been required to ensure that at least 70 percent of state fleet vehicle purchases are flexible fuel vehicles (Section 37.455). As determined by the US DOE, state fleets may satisfy their AFV acquisition requirements in model year 2014 and later by acquiring light duty non-AFV Hybrid Electric Vehicles (HEV). An agency will earn one-half credit for the acquisition of each non-AFV HEV. Of the 30 reporting state agencies, 16 met or exceeded the statutory requirement. Four state agencies did not meet the statutory requirement and 10 agencies were not required to meet the statutory requirement.¹⁰

A summary for each state entity, the acquisitions of AFVs and the percent of alternative fuel use are shown in Appendix D.

¹⁰ Agencies that did not purchase any new vehicles or operated 15 or fewer eligible vehicles were not required to meet the statutory requirement.

Table 6 Number of Alternative Fuel Vehicles Based at Fleet Locations					
	FY'10	FY'11	FY'12	FY'13	FY'14
Jefferson City	1,651	1,842	1,697	716	1,269
Kansas City	385	402	422	433	453
St. Louis	279	244	370	296	361
Other	1,859	1,653	1,915	2,001	1,854
Total	4,174	4,141	4,404	3,446	3,937

As shown in Table 6, state agencies have AFVs stationed at several locations in Missouri. Whether or not AFVs can be refueled with the designated alternative fuel is heavily dependent on where the vehicles are located. State employees are better able to refuel the vehicles with the designated alternative fuel if doing so is convenient. Vehicle location is also important with the EPA air quality requirements for both Kansas City and St. Louis. Jefferson City, because it is the state capital, is the hub of state government activities. Many agencies locate at least some, if not all, of their vehicles in the Jefferson City area. The types of refueling sites in the Jefferson City area include E85, propane and biodiesel. Department of Public Safety, Highway Patrol exempted law enforcement vehicles were not included in the FY 2013 report.

VI. Operating Cost

In order to compare the operating cost of AFVs to traditional fuel vehicles, operating cost data submitted by the agencies to the division is converted into an average operating cost per mile.

As shown in Table 7 for eligible vehicles, the vehicle operating costs are broken out by maintenance, fuel and the total cost.

Table 7 Average Eligible Vehicle Operating Cost for FY 2014 (in cents per mile)			
Vehicle Type	Maintenance	Fuel	Total
Hybrid Truck	2.5	10.4	12.9
Hybrid Auto	3.6	10.4	14
CNG Auto	1.6	13	14.6
E85 Auto	4.7	12.1	16.8
Gas Auto	5.3	12.8	18.1
E85 Truck	6.6	16.3	22.9
Gas Truck	11.9	17.4	29.3
Diesel Truck	12.6	21	33.6
LPG Truck	14.4	32	46.4
Electric	66.9	2.7	69.6

VII. Program Status

Participating state agencies submitted annual operating data on agency vehicle operations and acquisitions made during fiscal year 2014. In recent years, a majority of vehicle purchases in all agencies have met CAFE standards, and as a result the average fuel efficiency realized for cars and light trucks operated by agencies is expected to significantly increase in the coming years. Compliance with the purchasing requirements is administered by Office of Administration, Missouri Department of Transportation, Department of Conservation and higher education institutions.

The numbers and types of AFVs currently available to state agencies and the public from manufacturers are steadily increasing. All major U.S. vehicle manufacturers are producing AFVs. The number of publicly available alternative fuel stations¹¹ is also increasing. At the time of printing this report, 101 E85 refueling stations and seven public CNG refueling stations were operating in the state. Sixty-seven propane refueling sites are located throughout Missouri, at the time of this report. Ninety-six electric stations and 174 charging outlets were operating in the state.

Over the past year, one factor in the use of E85 was the price differential. The price of E85 was often only 20 cents or less under the price of gasoline. The division and industry representatives have worked to encourage further use of alternative fuels in the appropriate AFVs. Information tools made available to encourage alternative fuel use include the following:

- Colored labels for vehicle packets are available from the division to identify AFVs and provide local directions to refueling facilities. E85 magnets, static window stickers, and fuel door stickers are also available from the division.
- E85 pumps at each gas station are prominently labeled.
- The division urges state agencies that use packets for vehicle checkouts to include the E85 station listing in all of the E85 vehicle packets.
- Links to online E85 station listings (available at www.afdc.energy.gov/locator/stations/) is available for agencies to distribute through agency e-mails.
- MoDOT continues to install signage for E85 along divided highways at exits where alternative fuels are available. In addition, the department has designed alternative fuel signs for state agencies to place at their respective fleet lots. These signs remind state employees to refuel with the appropriate alternative fuel in AFVs whenever possible.

¹¹ The Alternative Fuels Data Center publishes a listing of alternative refueling locations at www.afdc.energy.gov/locator/stations/. The Missouri Soybean Association publishes a listing of biodiesel suppliers at www.mosoy.org. The Missouri Propane Gas Association (www.missouripropane.com) in Jefferson City has an on-line directory of propane refueling locations.

VIII. Program Recommendations

The following recommendations are based primarily on guidance provided within Missouri Revised Statutes, Sections 414.400 – 414.417, and the annual reports submitted by the agencies to the division:

- Encourage state employees to carpool and use mass transit. The State Cafeteria Plan (ASIFlex.com) has mass transit benefits available.

(Note: For the commute to and from work, the division encourages state agencies to inform their employees of the *iCarpool.com* website, which can be found at the following link, to help commuters locate and connect with other potential carpoolers: <http://www.icarpool.com/>. The division made available \$5,195 for the administration and expansion of the Missouri *iCarpool* Program operated by MoDOT.)

- Expand the use of telecommunication systems to decentralize work and reduce the need for travel to meetings, conferences and other offices. Consider options, such as e-mail, facsimile and teleconferencing, to reduce the need for travel.
- Continue to provide information and promote activities that effectively increase the use of AFVs. The division and other organizations should continue to encourage agencies to purchase AFVs and promote the use of alternative fuel as a replacement for traditional vehicle fuels.
- Promote training of state employees in the operation of AFVs and refueling with alternative fuels to increase their comfort in using alternative fuels.
- Advance placement of AFVs at agency locations closest to refueling locations selling the alternative fuel used.
- Foster installation of additional alternative fuel refueling stations across the state.

Appendices

Appendix A

Federal and Missouri Alternative Fuel Acts: Comparison of Key Provisions

Clean Air Act	Energy Policy Act	Missouri Sections 414.400 – 417, RSMo, 1999
Applicability		
Twenty-two metropolitan areas with populations of 250,000 or more (1980 census) with serious, severe or extreme ozone or carbon monoxide areas.	Metropolitan areas with a 1980 population of 250,000 or more.	All state-owned vehicles throughout the state.
Fleets Subject to Act		
Fleets of 10 or more vehicles which are centrally fueled or capable of being centrally fueled.	Fleets with at least 20 vehicles which are centrally fueled or capable of being centrally fueled in a metropolitan area; however, this requirement applies only if a fleet also has at least 50 vehicles within the United States.	State-owned fleets with more than 15 vehicles.
Exemptions		
<p>Vehicles that are garaged at a personal residence overnight are to be considered not capable of central fueling.</p> <p>Law enforcement vehicles.</p> <p>Emergency vehicles.</p>	<p>Private fleet vehicles that are garaged at home overnight are exempted.</p> <p>Law enforcement vehicles. The secretary of energy may terminate this exemption.</p> <p>Emergency vehicles.</p>	<p>Off-road vehicles, maintenance and construction vehicles and transport trailers.</p> <p>Law enforcement vehicles.</p> <p>Emergency vehicles.</p>
Fuels		
Any fuel meeting the emission standard may be used, including reformulated gasoline, clean diesel, ethanol, methanol, propane, electricity and natural gas.	Alternative fuels include methanol, ethanol, natural gas, propane, biodiesel and electricity. Reformulated gasoline is not considered to be an alternative fuel.	Alternative fuels include 85 percent methanol, 85 percent ethanol, natural gas, propane, 20 percent biodiesel, hydrogen and electricity. Reformulated gasoline is not considered to be an alternative fuel.

Clean Air Act	Energy Policy Act	Missouri Sections 414.400 – 417, RSMo, 1999
Weight Limits		
Includes automobiles and trucks up to 26,000 pounds gross vehicle weight.	Includes vehicles with a gross vehicle weight of less than or equal to 8,500 pounds.	For reporting purposes, state agencies are including only those eligible vehicles less than or equal to 8,500 pounds GVWR.
Purchase Requirements		
Beginning with model year 1998.	Standard Compliance Option ¹² - beginning with designated model year: State fleet - 75% of light-duty, non-excluded vehicles acquired must be alternative fuel vehicles.	Acquire vehicles capable of using alternative fuels: 70 percent after Jan.1, 2008. (Section 37.455) By July 1, 2002, 30 percent of fuel used in AFVs must be an alternative fuel.
Vehicle And Fuel Availability		
There are no exemptions provided in the law in the event vehicles or fuel are not available.	The secretary of energy must exempt a fleet if vehicles or fuels are not available.	May reduce any percentage specified or waive requirements upon receipt of certification supported by evidence that: 1) Fuels are not available. 2) Fuels do not meet cost limitations. 3) Fuels do not meet energy conservation or emissions criteria.

¹² The Energy Policy Act provides for Alternative Compliance in which covered fleets may obtain a waiver from Standard Compliance to implement petroleum reduction measures in their vehicle fleets in lieu of the AFV-acquisition requirements.

Missouri Revised Statutes
Chapter 414

Fuel Regulation and Conservation
Section 414.400

August 28, 1999

Definitions--program for state fuel consumption reduction, fleet management and promotion of alternative fuels, University of Missouri, included duties--exceptions for certain vehicles.

414.400. 1. As used in sections 414.400 to 414.417, the following terms mean:

- (1) "Alternative fuel," any fuel, including any alcohol fuel containing eighty-five percent or more by volume of such alcohol or other such percentage not less than seventy percent if determined by the United States Department of Energy by rule to be necessary to provide for the requirements of cold start, safety, or vehicle functions, natural gas, liquefied petroleum gas, any fuel other than alcohol derived from biological materials when designated by the United States Department of Energy as an alternative fuel, and hydrogen, or any power source, including electricity, and any other fuel that the United States Department of Energy determines by final rule is substantially not petroleum and would yield substantial energy security and environmental benefits, used in a vehicle that complies with the standards and requirements applicable to such vehicle pursuant to sections 414.400 to 414.417 when using such fuel or power source;
- (2) "CAFE standard," the federal Corporate Average Fuel Economy standard, 15 U.S.C. 2002 or 40 CFR Parts 86 and 600 or 49 CFR Part 538 or proposed rule 49 CFR Part 538 until such rule is finalized;
- (3) "Department", the department of natural resources;
- (4) "Director", the director of the department of natural resources;
- (5) "State agency", the same meaning as such term is defined in section 536.010, RSMo;
- (6) "Vehicle fleet", any fleet comprised of vehicles with a manufacturer's gross vehicle weight rating of not more than eight thousand five hundred pounds registered for operation on the highways of this state pursuant to chapter 301, RSMo.

2. The department in consultation with the commissioner of administration shall develop and implement a program to manage and progressively reduce state agency vehicle fleet fuel consumption and promote the use of alternative fuels. The program shall require state agencies to meet minimum guidelines for efficient fleet management. Such guidelines shall be updated and revised every two years and shall require the overall vehicle fleet fuel efficiency for each agency to meet or exceed the fuel efficiency that would be achieved if each vehicle in the agency's fleet met the CAFE standard. The department may promulgate rules necessary to implement such guidelines. Further, provided that suppliers or state agencies have or can reasonably be expected to have established alternative fuel refueling stations as needed, the program shall require that at least thirty percent of all motor fuel purchased annually for use in alternative fuel vehicles, calculated in gasoline gallon equivalents, to be alternative fuel by July 1, 2001. Any alternative fuel purchased by a state agency for use in vehicles not included in their vehicle fleet as defined in subsection 1 of this section, calculated in gasoline gallon equivalents, may be credited toward

the annual alternative fuel purchase goal. The program shall systematically replace existing state-owned vehicles and vehicles paid for with any state money, including vehicles purchased by the university system, with vehicles manufactured, assembled or produced in the United States, as required by sections 34.350 to 34.359, RSMo.

3. The commissioner of administration shall identify specific vehicle models within each vehicle procurement class that meet or exceed the CAFE standard. State agencies shall identify specific vehicle models within each vehicle procurement class that have a life cycle cost which is less than or equal to the average life cycle cost of those vehicles in the class which are manufactured, assembled or produced in the United States. Life cycle costs shall include but are not limited to the original cost of the vehicle, conversion cost if applicable, costs associated with vehicle emissions to the extent that such statistics are available, and projected cost of operation, including fuel cost and maintenance and salvage value to the extent that reliable maintenance and salvage value statistics are available. Unless a state agency submits to the department a fleet efficiency plan that complies with the minimum guidelines for energy efficiency established pursuant to subsection 2 of this section, or unless otherwise approved by the office of administration pursuant to subsection 4 of this section, all purchases of vehicles for state agency vehicle fleets shall meet the above standards.

4. The commissioner of administration may waive the CAFE standard requirements of subsection 3 of this section, for only those vehicles which satisfy one or more of the following conditions, for any state agency upon receipt of documentation that has been certified by the director of the state agency as satisfying one or more of the following conditions:

- (1) Such vehicles are used primarily in off-road, construction, or road maintenance applications;
- (2) Such vehicles are regularly used in the movement of maintenance or construction equipment;
- (3) Such vehicles are trucks or utility vehicles as defined by the office of administration that are regularly used to transport trailers for the purpose of moving state equipment; or
- (4) Such vehicles are vehicles with manufacturer-stated seating capacity exceeding that for six persons and the director of the agency has certified that the vehicle will be used to transport its rated capacity in persons and/or cargo. Agencies which are granted such waivers shall comply with the planning requirements of section 414.403.
- (5) The purchase of all class III vehicles, as defined by the office of administration, shall be approved through the appropriations process for all departments except the highway patrol. The provisions of this subsection shall not apply to the purchase of used vehicles from the highway patrol.

(L. 1991 H.B. 45 § 1, A.L. 1998 S.B. 619) Effective 1-1-99

Fuel Regulation and Conservation

Section 414.403

August 28, 1996

Vehicle fleet energy conservation plan to be developed by each state agency, purpose of plan, content--plan to be submitted to department of natural resources, when.

414.403. 1. Each state agency, with assistance from the department of natural resources, shall develop and implement a vehicle fleet energy conservation plan for the purposes of reducing vehicle fuel consumption. Plans shall be submitted to the director of the department of natural resources by January 1, 1993, Such plans shall include:

- (1) A timetable by which fleet vehicles shall be replaced with vehicles which exceed the average fuel economy for their vehicle class as outlined in section 414.400;
- (2) Options for the use of demonstrated innovative technologies that promote energy conservation and reduced fuel consumption;
- (3) Methods that promote efficient trip planning and state vehicle use; and
- (4) Car-pooling and van pooling for agency employees for commuting and job-related travel.

2. The department of conservation and the department of highways and transportation may develop their own vehicle fleet energy conservation plan. Such plans shall meet the objectives of sections 414.400 to 414.417 and shall comply with the reporting requirements of sections 414.400 to 414.417.

(L. 1991 H.B. 45 § 2)

Fuel Regulation and Conservation

Section 414.406

Vehicle fleet plan reviewed--office of administration to purchase only vehicles conforming to plan--annual report, content.

414.406. 1. The director of the department of natural resources shall review each agency's vehicle fleet plan and the vehicular demands of the agency by vehicle class. The office of administration shall only purchase for an agency those vehicles which conform to the agency's plan as outlined in sections 414.400 and 414.403.

2. Each state agency shall annually file a report with the director of the department of natural resources on forms provided by the department showing its progress in achieving the requirements and goals of sections 414.400 to 414.417. The director of the department of natural resources shall compile such information into an annual report and submit such report to the commissioner of administration, the secretary of the senate, the clerk of the house of representatives and the chairman of each committee of jurisdiction of the general assembly.

3. The director's report shall document progress in achieving the requirements and goals of sections 414.400 to 414.417 and shall include, but not be limited to, annual fuel consumption, number of vehicles, vehicle miles traveled, average fleet fuel economy, estimated cost savings and state use of alternative fuels.

(L. 1991 H.B. 45 § 3)

Fuel Regulation and Conservation

Section 414.410

Motor vehicle alternative fuel use plan to be developed by department of natural resources-- powers and duties--state agency fleets of fifteen or more vehicles, time table for using alternative fuels.

414.410. 1. The director shall develop a motor vehicle alternative fuel use plan. The director shall cooperate with state agency fleet operators, vehicle manufacturers and converters, fuel distributors and others to identify the types of vehicles which could be converted to alternative fuels. The director shall consider range, specialty uses, fuel availability, vehicle cost, vehicle manufacturing and conversion capability, safety, resale values, and other relevant factors.

2. The department shall recommend alternative fuels which state agencies and state universities may consider when purchasing vehicles. The department shall consider the content of vehicle exhaust emissions, the relative efficiency of the fuel, the relative efficiency of the processes required to produce the fuel and the characteristics of air emissions associated with the production of that fuel. It shall recommend for state use those alternative fuels which best satisfy the goals of energy conservation and emissions reduction.

3. Any state agency which operates a fleet of more than fifteen motor vehicles shall acquire vehicles capable of using alternative fuels as follows (has since been revised to 70%):

(1) At least ten percent of the agency's fleet vehicles acquired between July 1, 1994, and July 1, 1996;

(2) At least thirty percent of the agency's fleet vehicles acquired between July 1, 1996, and July 1, 1998; and

(3) At least fifty percent of the agency's fleet vehicles acquired between July 1, 1998, and July 1, 2000, and each biennial period thereafter.

If a state agency exceeds any such biennial acquisition goal, or has purchased vehicles capable of using alternative fuels before July 1, 1994, such purchases may be credited to any future biennial acquisition goal. If a state agency has purchased vehicles capable of using alternative fuels but not included in their vehicle fleet as defined in subsection 1 of section 414.400, such purchases may be credited toward any biennial acquisition goal. If a state agency fails to meet a biennial acquisition goal, the commissioner of administration shall not authorize for such agency the purchase of any vehicle not capable of using alternative fuels until such acquisition goal is met, unless the director has reduced or waived the acquisition goal pursuant to subsection 1 of section 414.412.

(L. 1991 H.B. 45 § 4 subsecs. 1, 2, 3, A.L. 1998 S.B. 619)
Effective 1-1-99

Fuel Regulation and Conservation

Section 414.412

Alternative use of fuel, waived or percentage reduced by director of natural resources, certified evidence required--other vehicles, ethanol use required, exceptions.

414.412. 1. The director may reduce any percentage specified or waive the requirement of subsection 3 of section 414.410 for any state agency upon receipt of certification supported by evidence acceptable to the director that:

- (1) The agency's vehicles will be operating primarily in an area in which neither the agency nor a supplier has or can reasonably be expected to have a central refueling station for alternative fuels; or
- (2) The agency is unable to acquire or operate vehicles within the cost limitations of section 414.400 or section 414.415; or
- (3) The use of alternative fuels would not meet the energy conservation and exhaust emissions reduction criteria of subsection 2 of section 414.410.

2. State agencies shall submit information describing the acquisition and use of vehicles capable of using alternative fuels to the department in a format prescribed by the department. The report shall include for each vehicle model capable of using alternative fuel:

- (1) The types of alternative fuels used;
- (2) The number of miles traveled using alternative fuels and the ratios to the total numbers of miles traveled;
- (3) The number of vehicles owned which are capable of using alternative fuels;
- (4) Maintenance costs.

3. Each state-owned vehicle equipped to operate on gasoline, other than vehicles using alternative fuel, shall use a fuel ethanol blend as defined in section 142.027, RSMo, when available at a competitive price, as its motor fuel, unless the United States Environmental Protection Agency, or the governor by executive order, promulgates rules which prohibit, limit or otherwise regulate the use of ethanol-blended fuels in ozone nonattainment areas, as defined by Section 107 of the federal Clean Air Act, as amended, or in an* area designated as a maintenance area for ozone under Section 175A of the federal Clean Air Act, as amended, state-owned vehicles shall not be required to use a fuel ethanol blend.

(L. 1991 H.B. 45 § 4 subsecs. 4, 5, 6, A.L. 1993 H.B. 611, A.L. 1998 S.B. 619) Effective 1-1-99

Fuel Regulation and Conservation

Section 414.415

Percentage requirements: how state agencies to comply.

414.415. State agencies may meet the percentage requirements of sections 414.410 to 414.415 through purchase of original equipment manufactured alternative fuel vehicles or the conversion of vehicles, in accordance with federal and state requirements and applicable safety laws. Vehicles purchased pursuant to sections 414.410 to 414.415 shall not exceed the cost of conventional fuel vehicles of the same make and model by more than ten percent, using life cycle costing methods calculated pursuant to criteria in subsection 3 of section 414.400, except that vehicles purchased pursuant to sections 414.410 to 414.415 that are based for the life of the vehicle and used primarily in maintenance and nonattainment areas defined with regard to the National Ambient Air Quality Standards of the federal Clean Air Act, as amended, 42 U.S.C. 7401 et seq., shall not exceed such cost of conventional fuel vehicles of the same make and model by more than seventeen percent. The commissioner of administration in purchasing, leasing, maintaining or converting vehicles for alternative fuels use shall comply with all applicable safety standards promulgated by the United States Department of Transportation.

(L. 1991 H.B. 45 § 4 subsec. 7, A.L. 1998 S.B. 619) Effective 1-1-99

Fuel Regulation and Conservation

Section 414.417

Criminal law enforcement vehicles and certain other vehicles, law not applicable-- demonstration vehicles for alternative fuels authorized.

414.417. 1. Sections 414.400 to 414.417 shall not apply to the purchase or lease of a vehicle to be used primarily for criminal law enforcement or to the purchase or lease of a motorcycle, all-terrain vehicle, ambulance, or any type of vehicle for which the Environmental Protection Agency has not published fuel economy comparisons.

2. Notwithstanding the provisions of sections 414.400 to 414.417, the department of natural resources may acquire vehicles which use alternative fuels for the purposes of assessing and demonstrating either or both alternative vehicles and alternative fuels.

(L. 1991 H.B. 45 § 5)

Chapter 37

Office of Administration

Section 37.455.1

August 28, 2014

Ethanol-blended fuel, requirements for state vehicle fleet.

37.455. The commissioner of administration shall ensure that no less than seventy percent of new purchases for the state vehicle fleet are flexible fuel vehicles that can operate on fuel blended with eighty-five percent ethanol.

(L. 2007 S.B. 54 § 1) Effective 1-01-08

Executive Order 13-03

WHEREAS, the Missouri Department of Natural Resources is created pursuant Article IV, Section 47 of the Missouri Constitution and Chapter 640, RSMo; and

WHEREAS, the Division of Energy, located within the Missouri Department of Natural Resources, is responsible for promoting energy efficiency and security through policy development, research, and educational outreach; and

WHEREAS, the Missouri Department of Economic Development is created pursuant to Article IV, Section 36(a) of the Missouri Constitution and Chapter 620, RSMo, and is charged with promoting economic growth and job creation; and

WHEREAS, energy production and efficiency are crucial to moving Missouri's economy forward; and

WHEREAS, I am committed to integrating and consolidating governmental operations to provide for the most efficient and effective use of resources; and

WHEREAS, the transfer of the Division of Energy from the Missouri Department of Natural Resources to the Missouri Department of Economic Development will benefit the State of Missouri by creating efficiencies through a better alignment of goals which will help promote the development, security, and affordability of diverse energy sources essential to the future of Missouri's economy.

NOW THEREFORE, I, JEREMIAH W. (JAY) NIXON, GOVERNOR OF THE STATE OF MISSOURI, by virtue of the authority vested in me by the Constitution and laws of the State of Missouri, do hereby order the Missouri Department of Natural Resources and the Missouri Department of Economic Development to cooperate to:

Transfer all authority, powers, duties, functions, records, personnel, property, contracts, budgets, matters pending, and other pertinent vestiges of the Division of Energy from the Missouri Department of Natural Resources to the Missouri Department of Economic Development, by Type I transfer, as defined under the Reorganization Act of 1974;

Develop the mechanisms and processes necessary to effectively transfer the Division of Energy to the Missouri Department of Economic Development; and

Take the steps necessary to maintain compliance with federal requirements so as not to jeopardize federal financial participation with this transfer.

This order shall become effective no sooner than August 28, 2013, unless disapproved within sixty days of its submission to the First Regular Session of the Ninety-Seventh General Assembly.

IN WITNESS WHEREOF, I have hereunto set my hand and caused to be affixed the Great Seal of the State of Missouri, in the City of Jefferson, on this 4th day of February, 2013.

Appendix B

List of Summary Tables

Missouri State Fleet	B-3
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Elected Officials

Attorney General	B-4
Secretary of State	B-5
State Auditor	B-6
State Treasurer	B-7

Executive Departments

Department of Agriculture	B-8
Department of Conservation	B-9
Department of Corrections	B-10
Department of Economic Development	B-11
Department of Elementary and Secondary Education	B-12
Department of Health and Senior Services	B-13
Department of Higher Education	B-14
Department of Insurance	B-15
Department of Labor and Industrial Relations	B-16
Department of Mental Health	B-17
Department of Natural Resources	B-18
Department of Public Safety	B-19
Department of Revenue	B-20

Department of Social Services.....	B-21
Department of Transportation.....	B-22
Office of Administration.....	B-23
Other State Organizations	B-24

Higher Education

Harris-Stowe State University	B-25
Lincoln University	B-26
Missouri Southern State University.....	B-27
Missouri State University	B-28
Missouri Western State University	B-29
Northwest Missouri State University.....	B-30
Southeast Missouri State University.....	B-31
Truman State University	B-32
University of Central Missouri	B-33
University of Missouri	B-34

**SUMMARY TABLE
VEHICLE OPERATIONS**

**MISSOURI STATE FLEET
Fiscal Year 2014**

Vehicle Type	Description	Number of Vehicles		Miles Traveled	Fuel Consumption (at-the-pump units)		Cost		
		<= 8500 lbs	> 8500 lbs		Gas or Diesel	Alternative Fuel	Gas or Diesel	Alternative Fuel	Maintenance
Gasoline	Cars and Station Wagons	417		4,109,095	175,793		\$525,713		\$218,356
	LDTs, Vans and SUVs	1,255		7,645,492	460,256		\$1,336,350		\$916,473
	Exempt Vehicles	2,845	1,503		4,046,387		\$12,505,767		\$3,350,783
Hybrid Electric	Cars and Station Wagons	19		221,269	7,476		\$23,079		\$7,978
	LDTs, Vans and SUVs	9		123,803	4,199		\$12,830		\$3,098
	Exempt Vehicles	5	1		2,343		\$7,054		\$5,385
Diesel	Cars and Station Wagons	7		13,876	512	0	\$1,889	\$0	\$128
	LDTs, Vans and SUVs	29		262,806	17,231	105	\$54,695	\$363	\$33,215
	Exempt Vehicles	61	2,342		3,962,224	258,225	\$13,454,869	\$889,641	\$6,943,322
E85	Cars and Station Wagons	1,515		24,244,604	853,678	101,391	\$2,648,494	\$286,035	\$1,128,300
	LDTs, Vans and SUVs	755		9,621,897	461,020	47,154	\$1,433,837	\$134,515	\$632,246
	Exempt Vehicles	1,464	138		1,706,335	12,883	\$5,260,475	\$36,207	1,100,427
CNG	Cars and Station Wagons	1		1,625	68	0	\$211	\$0	\$26
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
Propane	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	6		58,848	5,846	511	\$18,052	\$780	\$8,449
	Exempt Vehicles	3	4		1,601	73	\$4,870	\$99	\$5,587
All Electric	LDTs, Vans and SUVs	22		11,195		3,476		\$306	\$7,493

Many management functions of the Missouri State Fleet in Jefferson City are centralized under the Office of Administration. Day-to-day decisions and record keeping tasks are performed by each agency. Therefore, the operations data used to generate this table was provided by the Missouri State Agencies that use on-road and off-road vehicles to accomplish their official duties.

Exempt vehicles are those vehicles that for reasons given in RSMo 414.400 - 414.417 are exempt from vehicle fuel efficiency and alternative fuel requirements. Eligible vehicles include only those vehicles that are eligible to meet vehicle fuel efficiency and alternative fuel requirements specified in RSMo 414.400 - 414.417.

At-the-pump units are cubic feet for CNG; kWh for electric; and gallons for gasoline, diesel, E85 and propane. Biodiesel (B100) consumption figures are shown on the summary table under the diesel vehicle categories as the alternative fuels.

State organizations included under the category of other state organizations are the State Offices of the Governor, Lieutenant Governor, Legislature and Judiciary.

**SUMMARY TABLE
VEHICLE OPERATIONS**

**ATTORNEY GENERAL
Fiscal Year 2014**

Vehicle Type	Description	Number of Vehicles		Miles Traveled	Fuel Consumption (at-the-pump units)		Cost		
		<= 8500 lbs	> 8500 lbs		Gas or Diesel	Alternative Fuel	Gas or Diesel	Alternative Fuel	Maintenance
Gasoline	Cars and Station Wagons	0		0	0		\$0		\$0
	LDTs, Vans and SUVs	0		0	0		\$0		\$0
	Exempt Vehicles	9	1		2,090		\$6,488		\$3,161
Hybrid Electric	Cars and Station Wagons	0		0	0		\$0		\$0
	LDTs, Vans and SUVs	0		0	0		\$0		\$0
	Exempt Vehicles	0	0		0		\$0		\$0
Diesel	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
E85	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	15	0		10,275	267	\$31,747	\$708	\$11,528
CNG	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
Propane	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
All Electric	LDTs, Vans and SUVs	0		0		0		\$0	\$0

Many management functions of the Missouri State Fleet in Jefferson City are centralized under the Office of Administration. Day-to-day decisions and record keeping tasks are performed by each agency. Therefore, the operations data used to generate this table was provided by the Missouri State Agencies that use on-road and off-road vehicles to accomplish their official duties.

Exempt vehicles are those vehicles that for reasons given in RSMo 414.400 - 414.417 are exempt from vehicle fuel efficiency and alternative fuel requirements. Eligible vehicles include only those vehicles that are eligible to meet vehicle fuel efficiency and alternative fuel requirements specified in RSMo 414.400 - 414.417.

At-the-pump units are cubic feet for CNG; kWh for electric; and gallons for gasoline, diesel, E85 and propane. Biodiesel (B100) consumption figures are shown on the summary table under the diesel vehicle categories as the alternative fuels.

State organizations included under the category of other state organizations are the State Offices of the Governor, Lieutenant Governor, Legislature and Judiciary.

**SUMMARY TABLE
VEHICLE OPERATIONS**

**SECRETARY OF STATE
Fiscal Year 2014**

Vehicle Type	Description	Number of Vehicles		Miles Traveled	Fuel Consumption (at-the-pump units)		Cost		
		<= 8500 lbs	> 8500 lbs		Gas or Diesel	Alternative Fuel	Gas or Diesel	Alternative Fuel	Maintenance
Gasoline	Cars and Station Wagons	3		43,074	1,117		\$3,626		\$2,050
	LDTs, Vans and SUVs	1		10,317	404		\$1,305		\$284
	Exempt Vehicles	2	0		615		\$2,016		\$228
Hybrid Electric	Cars and Station Wagons	0		0	0		\$0		\$0
	LDTs, Vans and SUVs	0		0	0		\$0		\$0
	Exempt Vehicles	0	0		0		\$0		\$0
Diesel	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	1		640	0	\$2,410	\$0	\$4,213
E85	Cars and Station Wagons	6		87,885	1,699	1,066	\$5,475	\$3,152	\$4,470
	LDTs, Vans and SUVs	2		14,743	117	665	\$354	\$1,955	\$779
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
CNG	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
Propane	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
All Electric	LDTs, Vans and SUVs	0		0		0		\$0	\$0

Many management functions of the Missouri State Fleet in Jefferson City are centralized under the Office of Administration. Day-to-day decisions and record keeping tasks are performed by each agency. Therefore, the operations data used to generate this table was provided by the Missouri State Agencies that use on-road and off-road vehicles to accomplish their official duties.

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At-the-pump units are cubic feet for CNG; kWh for electric; and gallons for gasoline, diesel, E85 and propane. Biodiesel (B100) consumption figures are shown on the summary table under the diesel vehicle categories as the alternative fuels.

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**SUMMARY TABLE
VEHICLE OPERATIONS**

**STATE AUDITOR
Fiscal Year 2014**

Vehicle Type	Description	Number of Vehicles		Miles Traveled	Fuel Consumption (at-the-pump units)		Cost		
		<= 8500 lbs	> 8500 lbs		Gas or Diesel	Alternative Fuel	Gas or Diesel	Alternative Fuel	Maintenance
Gasoline	Cars and Station Wagons	0		0	0		\$0		\$0
	LDTs, Vans and SUVs	1		1,142	89		\$286		\$280
	Exempt Vehicles	0	0		0		\$0		\$0
Hybrid Electric	Cars and Station Wagons	0		0	0		\$0		\$0
	LDTs, Vans and SUVs	0		0	0		\$0		\$0
	Exempt Vehicles	0	0		0		\$0		\$0
Diesel	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
E85	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
CNG	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
Propane	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
All Electric	LDTs, Vans and SUVs	0		0		0		\$0	\$0

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**SUMMARY TABLE
VEHICLE OPERATIONS**

**STATE TREASURER
Fiscal Year 2014**

Vehicle Type	Description	Number of Vehicles		Miles Traveled	Fuel Consumption (at-the-pump units)		Cost		
		<= 8500 lbs	> 8500 lbs		Gas or Diesel	Alternative Fuel	Gas or Diesel	Alternative Fuel	Maintenance
Gasoline	Cars and Station Wagons	0		0	0		\$0		\$0
	LDTs, Vans and SUVs	1		868	105		\$328		\$380
	Exempt Vehicles	0	0		0		\$0		\$0
Hybrid Electric	Cars and Station Wagons	0		0	0		\$0		\$0
	LDTs, Vans and SUVs	0		0	0		\$0		\$0
	Exempt Vehicles	0	0		0		\$0		\$0
Diesel	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
E85	Cars and Station Wagons	1		25,178	986	6	\$3,045	\$20	\$910
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
CNG	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
Propane	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
All Electric	LDTs, Vans and SUVs	0		0		0		\$0	\$0

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**SUMMARY TABLE
VEHICLE OPERATIONS**

**DEPARTMENT OF AGRICULTURE
Fiscal Year 2014**

Vehicle Type	Description	Number of Vehicles		Miles Traveled	Fuel Consumption (at-the-pump units)		Cost		
		<= 8500 lbs	> 8500 lbs		Gas or Diesel	Alternative Fuel	Gas or Diesel	Alternative Fuel	Maintenance
Gasoline	Cars and Station Wagons	4		46,964	1,941		\$6,342		\$1,426
	LDTs, Vans and SUVs	36		282,126	15,138		\$47,988		\$12,720
	Exempt Vehicles	1	21		33,460		\$108,297		\$17,385
Hybrid Electric	Cars and Station Wagons	1		16,480	595		\$1,943		\$233
	LDTs, Vans and SUVs	0		0	0		\$0		\$0
	Exempt Vehicles	0	0		0		\$0		\$0
Diesel	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	19		29,970	0	\$110,299	\$0	\$13,698
E85	Cars and Station Wagons	63		1,063,779	38,925	360	\$124,527	\$1,053	\$40,332
	LDTs, Vans and SUVs	72		1,379,844	67,141	839	\$203,379	\$2,684	\$108,301
	Exempt Vehicles	4	6		14,148	504	\$46,245	\$1,646	\$4,528
CNG	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
Propane	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
All Electric	LDTs, Vans and SUVs	0		0		0		\$0	\$0

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**SUMMARY TABLE
VEHICLE OPERATIONS**

**DEPARTMENT OF CONSERVATION
Fiscal Year 2014**

Vehicle Type	Description	Number of Vehicles		Miles Traveled	Fuel Consumption (at-the-pump units)		Cost		
		<= 8500 lbs	> 8500 lbs		Gas or Diesel	Alternative Fuel	Gas or Diesel	Alternative Fuel	Maintenance
Gasoline	Cars and Station Wagons	2		18,886	875		\$2,861		\$780
	LDTs, Vans and SUVs	19		171,757	9330		\$29,732		\$24,795
	Exempt Vehicles	502	261		782,119		\$2,509,533		\$1,064,613
Hybrid Electric	Cars and Station Wagons	0		0	0		\$0		\$0
	LDTs, Vans and SUVs	0		0	0		\$0		\$0
	Exempt Vehicles	0	0		0		\$0		\$0
Diesel	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	135		170,495	0	\$618,356	\$0	\$278,059
E85	Cars and Station Wagons	19		202,715	7,655	0	\$24,069	\$0	\$15,056
	LDTs, Vans and SUVs	49		535,265	24,564	48	\$78,518	\$140	\$23,786
	Exempt Vehicles	167	4		182,642	310	\$583,135	\$1,116	\$179,527
CNG	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
Propane	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
All Electric	LDTs, Vans and SUVs	0		0		0		\$0	\$0

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**SUMMARY TABLE
VEHICLE OPERATIONS**

**DEPARTMENT OF CORRECTIONS
Fiscal Year 2014**

Vehicle Type	Description	Number of Vehicles		Miles Traveled	Fuel Consumption (at-the-pump units)		Cost		
		<= 8500 lbs	> 8500 lbs		Gas or Diesel	Alternative Fuel	Gas or Diesel	Alternative Fuel	Maintenance
Gasoline	Cars and Station Wagons	34		448,722	20,663		\$63,999		\$19,814
	LDTs, Vans and SUVs	48		259,878	18,323		\$56,856		\$15,303
	Exempt Vehicles	189	155		229,953		\$895,348		\$156,651
Hybrid Electric	Cars and Station Wagons	0		0	0		\$0		\$0
	LDTs, Vans and SUVs	0		0	0		\$0		\$0
	Exempt Vehicles	0	0		0		\$0		\$0
Diesel	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		2,294	408	0	\$1,367	\$0	\$3,981
	Exempt Vehicles	0	93		234,380	69	\$793,884	\$137	\$212,500
E85	Cars and Station Wagons	161		2,708,168	99,399	13,237	\$312,409	\$37,782	\$126,371
	LDTs, Vans and SUVs	99		2,252,315	102,023	17,797	\$315,280	\$50,331	\$75,599
	Exempt Vehicles	4	9		12,377	134	\$37,700	\$409	\$3,843
CNG	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
Propane	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	5		54,077	5,525	511	\$16,999	\$780	\$8,371
	Exempt Vehicles	0	3		331	73	\$1,091	\$99	\$1,454
All Electric	LDTs, Vans and SUVs	0		0		0		\$0	\$0

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**SUMMARY TABLE
VEHICLE OPERATIONS**

**DEPARTMENT OF ECONOMIC DEVELOPMENT
Fiscal Year 2014**

Vehicle Type	Description	Number of Vehicles		Miles Traveled	Fuel Consumption (at-the-pump units)		Cost		
		<= 8500 lbs	> 8500 lbs		Gas or Diesel	Alternative Fuel	Gas or Diesel	Alternative Fuel	Maintenance
Gasoline	Cars and Station Wagons	1		1,677	53		\$177		\$0
	LDTs, Vans and SUVs	2		30,234	1,539		\$4,650		\$1,472
	Exempt Vehicles	1	0		91		\$308		\$598
Hybrid Electric	Cars and Station Wagons	0		0	0		\$0		\$0
	LDTs, Vans and SUVs	0		0	0		\$0		\$0
	Exempt Vehicles	0	0		0		\$0		\$0
Diesel	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
E85	Cars and Station Wagons	15		234,602	7,521	1,424	\$23,070	\$3,958	\$10,262
	LDTs, Vans and SUVs	8		52,203	2,348	28	\$7,388	\$81	\$4,410
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
CNG	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
Propane	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
All Electric	LDTs, Vans and SUVs	0		0		0		\$0	\$0

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**SUMMARY TABLE
VEHICLE OPERATIONS**

**DEPARTMENT OF ELEMENTARY AND SECONDARY EDUCATION
Fiscal Year 2014**

Vehicle Type	Description	Number of Vehicles		Miles Traveled	Fuel Consumption (at-the-pump units)		Cost		
		<= 8500 lbs	> 8500 lbs		Gas or Diesel	Alternative Fuel	Gas or Diesel	Alternative Fuel	Maintenance
Gasoline	Cars and Station Wagons	11		162,527	4,829		\$15,215		\$5,946
	LDTs, Vans and SUVs	5		17,708	859		\$2,829		\$1,988
	Exempt Vehicles	0	5		672		\$2,067		\$518
Hybrid Electric	Cars and Station Wagons	0		0	0		\$0		\$0
	LDTs, Vans and SUVs	0		0	0		\$0		\$0
	Exempt Vehicles	0	0		0		\$0		\$0
Diesel	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	45		37,680	0	\$138,903	\$0	\$124,866
E85	Cars and Station Wagons	30		443,051	14,986	1,130	\$47,333	\$3,251	\$22,319
	LDTs, Vans and SUVs	17		201,463	8,040	1,112	\$24,160	\$3,310	\$4,441
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
CNG	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
Propane	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
All Electric	LDTs, Vans and SUVs	0		0		0		\$0	\$0

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**SUMMARY TABLE
VEHICLE OPERATIONS**

**DEPARTMENT OF HEALTH AND SENIOR SERVICES
Fiscal Year 2014**

Vehicle Type	Description	Number of Vehicles		Miles Traveled	Fuel Consumption (at-the-pump units)		Cost		
		<= 8500 lbs	> 8500 lbs		Gas or Diesel	Alternative Fuel	Gas or Diesel	Alternative Fuel	Maintenance
Gasoline	Cars and Station Wagons	10		150,618	5,089		\$16,814		\$7,996
	LDTs, Vans and SUVs	1		747	88		\$277		\$177
	Exempt Vehicles	0	2		883		\$2,932		\$2,070
Hybrid Electric	Cars and Station Wagons	0		0	0		\$0		\$0
	LDTs, Vans and SUVs	0		0	0		\$0		\$0
	Exempt Vehicles	0	0		0		\$0		\$0
Diesel	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	1		1,193	0	\$4,485	\$0	\$434
E85	Cars and Station Wagons	74		1,334,526	47,504	3,113	\$151,635	\$8,948	\$60,422
	LDTs, Vans and SUVs	8		121,538	5,552	333	\$18,044	\$977	\$6,227
	Exempt Vehicles	0	1		609	0	\$2,012	\$0	\$418
CNG	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
Propane	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
All Electric	LDTs, Vans and SUVs	0		0		0		\$0	\$0

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**SUMMARY TABLE
VEHICLE OPERATIONS**

**DEPARTMENT OF HIGHER EDUCATION
Fiscal Year 2014**

Vehicle Type	Description	Number of Vehicles		Miles Traveled	Fuel Consumption (at-the-pump units)		Cost		
		<= 8500 lbs	> 8500 lbs		Gas or Diesel	Alternative Fuel	Gas or Diesel	Alternative Fuel	Maintenance
Gasoline	Cars and Station Wagons	1		3,791	141		\$467		\$882
	LDTs, Vans and SUVs	0		0	0		\$0		\$0
	Exempt Vehicles	0	0		0		\$0		\$0
Hybrid Electric	Cars and Station Wagons	0		0	0		\$0		\$0
	LDTs, Vans and SUVs	0		0	0		\$0		\$0
	Exempt Vehicles	0	0		0		\$0		\$0
Diesel	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
E85	Cars and Station Wagons	1		12,390	529	0	\$1,719	\$0	\$202
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
CNG	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
Propane	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
All Electric	LDTs, Vans and SUVs	0		0		0		\$0	\$0

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**SUMMARY TABLE
VEHICLE OPERATIONS**

**DEPARTMENT OF INSURANCE
Fiscal Year 2014**

Vehicle Type	Description	Number of Vehicles		Miles Traveled	Fuel Consumption (at-the-pump units)		Cost		
		<= 8500 lbs	> 8500 lbs		Gas or Diesel	Alternative Fuel	Gas or Diesel	Alternative Fuel	Maintenance
Gasoline	Cars and Station Wagons	5		36,006	1,250		\$4,037		\$460
	LDTs, Vans and SUVs	0		0	0		\$0		\$0
	Exempt Vehicles	0	0		0		\$0		\$0
Hybrid Electric	Cars and Station Wagons	2		24,204	764		\$2,529		\$2,539
	LDTs, Vans and SUVs	0		0	0		\$0		\$0
	Exempt Vehicles	0	0		0		\$0		\$0
Diesel	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
E85	Cars and Station Wagons	45		689,801	30,417	183	\$84,796	\$531	\$17,963
	LDTs, Vans and SUVs	6		48,425	2,251	16	\$7,378	\$58	\$3,320
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
CNG	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
Propane	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
All Electric	LDTs, Vans and SUVs	0		0		0		\$0	\$0

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**SUMMARY TABLE
VEHICLE OPERATIONS**

**DEPARTMENT OF LABOR AND INDUSTRIAL RELATIONS
Fiscal Year 2014**

Vehicle Type	Description	Number of Vehicles		Miles Traveled	Fuel Consumption (at-the-pump units)		Cost		
		<= 8500 lbs	> 8500 lbs		Gas or Diesel	Alternative Fuel	Gas or Diesel	Alternative Fuel	Maintenance
Gasoline	Cars and Station Wagons	1		4,709	227		\$746		\$478
	LDTs, Vans and SUVs	16		188,760	8,753		\$28,606		\$12,648
	Exempt Vehicles	5	0		1,946		\$6,348		\$518
Hybrid Electric	Cars and Station Wagons	1		13,968	403		\$1,314		\$470
	LDTs, Vans and SUVs	0		0	0		\$0		\$0
	Exempt Vehicles	0	0		0		\$0		\$0
Diesel	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	1		596	0	\$2,229	\$0	\$0
E85	Cars and Station Wagons	6		66,908	2,008	862	\$6,685	\$2,528	\$1,719
	LDTs, Vans and SUVs	2		40,471	2,185	148	\$7,189	\$437	\$674
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
CNG	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
Propane	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
All Electric	LDTs, Vans and SUVs	0		0		0		\$0	\$0

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**SUMMARY TABLE
VEHICLE OPERATIONS**

**DEPARTMENT OF MENTAL HEALTH
Fiscal Year 2014**

Vehicle Type	Description	Number of Vehicles		Miles Traveled	Fuel Consumption (at-the-pump units)		Cost		
		<= 8500 lbs	> 8500 lbs		Gas or Diesel	Alternative Fuel	Gas or Diesel	Alternative Fuel	Maintenance
Gasoline	Cars and Station Wagons	51		391,587	21,785		\$66,700		\$63,642
	LDTs, Vans and SUVs	76		360,128	23,869		\$71,137		\$212,314
	Exempt Vehicles	2	58		19,614		\$58,581		\$39,027
Hybrid Electric	Cars and Station Wagons	0		0	0		\$0		\$0
	LDTs, Vans and SUVs	0		0	0		\$0		\$0
	Exempt Vehicles	0	0		0		\$0		\$0
Diesel	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	14		9,604	0	\$33,059	\$0	\$22,564
E85	Cars and Station Wagons	145		2,089,412	72,394	7,281	\$224,948	\$20,700	\$113,735
	LDTs, Vans and SUVs	91		981,748	53,363	926	\$165,362	\$2,892	\$186,197
	Exempt Vehicles	0	14		5,603	0	\$18,008	\$0	\$4,232
CNG	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
Propane	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
All Electric	LDTs, Vans and SUVs	0		0		0		\$0	\$0

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At-the-pump units are cubic feet for CNG; kWh for electric; and gallons for gasoline, diesel, E85 and propane. Biodiesel (B100) consumption figures are shown on the summary table under the diesel vehicle categories as the alternative fuels.

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**SUMMARY TABLE
VEHICLE OPERATIONS**

**DEPARTMENT OF NATURAL RESOURCES
Fiscal Year 2014**

Vehicle Type	Description	Number of Vehicles		Miles Traveled	Fuel Consumption (at-the-pump units)		Cost		
		<= 8500 lbs	> 8500 lbs		Gas or Diesel	Alternative Fuel	Gas or Diesel	Alternative Fuel	Maintenance
Gasoline	Cars and Station Wagons	7		35,777	1,566		\$4,717		\$1,383
	LDTs, Vans and SUVs	96		1,052,097	51,815		\$167,111		\$85,620
	Exempt Vehicles	119	80		121,885		\$380,208		\$121,470
Hybrid Electric	Cars and Station Wagons	2		588	13		\$42		\$2,193
	LDTs, Vans and SUVs	3		23,210	958		\$2,944		\$872
	Exempt Vehicles	0	0		0		\$0		\$0
Diesel	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	89		71,989	0	\$251,279	\$0	\$89,046
E85	Cars and Station Wagons	70		742,840	25,943	1.076	\$82,716	\$3,094	\$44,339
	LDTs, Vans and SUVs	114		1,131,700	56,491	5.043	\$180,391	\$14,532	\$44,142
	Exempt Vehicles	76	13		61,240	209	\$189,621	\$609	\$34,517
CNG	Cars and Station Wagons	1		1,625	68	0	\$211	\$0	\$26
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
Propane	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	1		4,771	322	0	\$1,053	\$0	\$78
	Exempt Vehicles	3	0		1,161	0	\$3,442	\$0	\$4,132
All Electric	LDTs, Vans and SUVs	0		0		0		\$0	\$0

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**SUMMARY TABLE
VEHICLE OPERATIONS**

**DEPARTMENT OF PUBLIC SAFETY
Fiscal Year 2014**

Vehicle Type	Description	Number of Vehicles		Miles Traveled	Fuel Consumption (at-the-pump units)		Cost		
		<= 8500 lbs	> 8500 lbs		Gas or Diesel	Alternative Fuel	Gas or Diesel	Alternative Fuel	Maintenance
Gasoline	Cars and Station Wagons	25		344,236	16,439		\$50,938		\$10,102
	LDTs, Vans and SUVs	30		316,958	19,511		\$62,743		\$19,836
	Exempt Vehicles	804	128		1,275,582		\$3,860,956		\$687,342
Hybrid Electric	Cars and Station Wagons	0		0	0		\$0		\$0
	LDTs, Vans and SUVs	0		0	0		\$0		\$0
	Exempt Vehicles	0	0		0		\$0		\$0
Diesel	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	4	30		20,018	714	\$67,975	\$2,477	\$32,852
E85	Cars and Station Wagons	48		654,773	36,875	57	\$92,994	\$191	\$31,167
	LDTs, Vans and SUVs	17		175,737	8,711	0	\$27,726	\$0	\$4,969
	Exempt Vehicles	515	19		802,049	307	\$2,429,548	\$880	\$409,992
CNG	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
Propane	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
All Electric	LDTs, Vans and SUVs	0		0		0		\$0	\$0

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**SUMMARY TABLE
VEHICLE OPERATIONS**

**DEPARTMENT OF REVENUE
Fiscal Year 2014**

Vehicle Type	Description	Number of Vehicles		Miles Traveled	Fuel Consumption (at-the-pump units)		Cost		
		<= 8500 lbs	> 8500 lbs		Gas or Diesel	Alternative Fuel	Gas or Diesel	Alternative Fuel	Maintenance
Gasoline	Cars and Station Wagons	2		34,039	1,699		\$5,127		\$604
	LDTs, Vans and SUVs	1		10,118	584		\$1,799		\$710
	Exempt Vehicles	0	1		723		\$2,242		\$92
Hybrid Electric	Cars and Station Wagons	0		0	0		\$0		\$0
	LDTs, Vans and SUVs	0		0	0		\$0		\$0
	Exempt Vehicles	0	0		0		\$0		\$0
Diesel	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	1		644	0	\$2,302	\$0	\$16
E85	Cars and Station Wagons	39		434,213	16,177	2,381	\$49,680	\$6,560	\$23,669
	LDTs, Vans and SUVs	15		200,653	9,068	43	\$27,492	\$127	\$6,915
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
CNG	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
Propane	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
All Electric	LDTs, Vans and SUVs	0		0		0		\$0	\$0

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**SUMMARY TABLE
VEHICLE OPERATIONS**

**DEPARTMENT OF SOCIAL SERVICES
Fiscal Year 2014**

Vehicle Type	Description	Number of Vehicles		Miles Traveled	Fuel Consumption (at-the-pump units)		Cost		
		<= 8500 lbs	> 8500 lbs		Gas or Diesel	Alternative Fuel	Gas or Diesel	Alternative Fuel	Maintenance
Gasoline	Cars and Station Wagons	31		390,768	13,363		\$42,836		\$17,861
	LDTs, Vans and SUVs	10		143,169	7,382		\$23,431		\$7,649
	Exempt Vehicles	10	90		48,100		\$156,862		\$75,642
Hybrid Electric	Cars and Station Wagons	0		0	0		\$0		\$0
	LDTs, Vans and SUVs	0		0	0		\$0		\$0
	Exempt Vehicles	0	0		0		\$0		\$0
Diesel	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	4		5,022	0	\$18,708	\$0	\$14,047
E85	Cars and Station Wagons	439		7,822,884	287,346	23,062	\$912,982	\$67,127	\$394,579
	LDTs, Vans and SUVs	55		626,691	28,931	1,250	\$93,613	\$3,624	\$24,442
	Exempt Vehicles	6	0		4,648	15	\$15,016	\$46	\$5,863
CNG	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
Propane	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
All Electric	LDTs, Vans and SUVs	0		0		0		\$0	\$0

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**SUMMARY TABLE
VEHICLE OPERATIONS**

**DEPARTMENT OF TRANSPORTATION
Fiscal Year 2014**

Vehicle Type	Description	Number of Vehicles		Miles Traveled	Fuel Consumption (at-the-pump units)		Cost		
		<= 8500 lbs	> 8500 lbs		Gas or Diesel	Alternative Fuel	Gas or Diesel	Alternative Fuel	Maintenance
Gasoline	Cars and Station Wagons	7		106,726	3,702		\$11,412		\$4,061
	LDTs, Vans and SUVs	17		217,211	12,002		\$37,114		\$9,016
	Exempt Vehicles	563	436		1,195,253		\$3,710,196		\$687,787
Hybrid Electric	Cars and Station Wagons	1		4,670	144		\$423		\$0
	LDTs, Vans and SUVs	1		13,649	511		\$1,572		\$1,129
	Exempt Vehicles	5	0		1,845		\$5,728		\$4,995
Diesel	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	2		6,028	315	105	\$1,029	\$363	\$1,860
	Exempt Vehicles	28	1,750		3,177,316	257,442	\$10,763,282	\$896,027	\$5,775,582
E85	Cars and Station Wagons	49		857,447	23,649	9,191	\$73,827	\$26,191	\$33,803
	LDTs, Vans and SUVs	10		148,273	8,319	1,569	\$25,331	\$4,491	\$4,702
	Exempt Vehicles	617	53		567,450	5,715	\$1,763,132	\$16,505	\$398,954
CNG	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
Propane	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
All Electric	LDTs, Vans and SUVs	0		0		0		\$0	\$0

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**SUMMARY TABLE
VEHICLE OPERATIONS**

**OFFICE OF ADMINISTRATION
Fiscal Year 2014**

Vehicle Type	Description	Number of Vehicles		Miles Traveled	Fuel Consumption (at-the-pump units)		Cost		
		<= 8500 lbs	> 8500 lbs		Gas or Diesel	Alternative Fuel	Gas or Diesel	Alternative Fuel	Maintenance
Gasoline	Cars and Station Wagons	32		401,292	13,771		\$42,341		\$13,329
	LDTs, Vans and SUVs	93		387,123	27,636		\$84,127		\$98,203
	Exempt Vehicles	23	67		32,461		\$98,233		\$42,557
Hybrid Electric	Cars and Station Wagons	0		0	0		\$0		\$0
	LDTs, Vans and SUVs	0		0	0		\$0		\$0
	Exempt Vehicles	0	0		0		\$0		\$0
Diesel	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		11,163	945	0	\$3,273	\$0	\$638
	Exempt Vehicles	1	27		13,440	0	\$47,489	\$0	\$36,598
E85	Cars and Station Wagons	224		3,855,897	105,594	28,506	\$326,975	\$78,631	\$143,150
	LDTs, Vans and SUVs	50		637,010	30,575	2,653	\$94,532	\$7,306	\$37,962
	Exempt Vehicles	3	1		1,299	50	\$3,997	\$142	\$1,197
CNG	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
Propane	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0		0	\$0	\$0	\$0
	Exempt Vehicles	0	1		109	0	\$337	\$0	\$0
All Electric	LDTs, Vans and SUVs	0		0		0		\$0	\$0

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Exempt vehicles are those vehicles that for reasons given in RSMo 414.400 - 414.417 are exempt from vehicle fuel efficiency and alternative fuel requirements. Eligible vehicles include only those vehicles that are eligible to meet vehicle fuel efficiency and alternative fuel requirements specified in RSMo 414.400 - 414.417.

At-the-pump units are cubic feet for CNG; kWh for electric; and gallons for gasoline, diesel, E85 and propane. Biodiesel (B100) consumption figures are shown on the summary table under the diesel vehicle categories as the alternative fuels.

State organizations included under the category of other state organizations are the State Offices of the Governor, Lieutenant Governor, Legislature and Judiciary.

**SUMMARY TABLE
VEHICLE OPERATIONS**

**OTHER STATE ORGANIZATIONS
Fiscal Year 2014**

Vehicle Type	Description	Number of Vehicles		Miles Traveled	Fuel Consumption (at-the-pump units)		Cost		
		<= 8500 lbs	> 8500 lbs		Gas or Diesel	Alternative Fuel	Gas or Diesel	Alternative Fuel	Maintenance
Gasoline	Cars and Station Wagons	3		34,979	1,398		\$4,441		\$3,491
	LDTs, Vans and SUVs	4		49,081	2,814		\$8,965		\$3,920
	Exempt Vehicles	0	0		18		\$63		\$273
Hybrid Electric	Cars and Station Wagons	0		0	0		\$0		\$0
	LDTs, Vans and SUVs	0		0	0		\$0		\$0
	Exempt Vehicles	0	0		0		\$0		\$0
Diesel	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
E85	Cars and Station Wagons	11		138,450	2,804	1,910	\$9,296	\$6,236	\$3,441
	LDTs, Vans and SUVs	9		112,808	5,229	439	\$17,177	\$1,439	\$6,399
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
CNG	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
Propane	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
All Electric	LDTs, Vans and SUVs	0		0		0		\$0	\$0

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At-the-pump units are cubic feet for CNG; kWh for electric; and gallons for gasoline, diesel, E85 and propane. Biodiesel (B100) consumption figures are shown on the summary table under the diesel vehicle categories as the alternative fuels.

State organizations included under the category of other state organizations are the State Offices of the Governor, Lieutenant Governor, Legislature and Judiciary.

**SUMMARY TABLE
VEHICLE OPERATIONS**

**HARRIS-STOWE STATE UNIVERSITY
Fiscal Year 2014**

Vehicle Type	Description	Number of Vehicles		Miles Traveled	Fuel Consumption (at-the-pump units)		Cost		
		<= 8500 lbs	> 8500 lbs		Gas or Diesel	Alternative Fuel	Gas or Diesel	Alternative Fuel	Maintenance
Gasoline	Cars and Station Wagons	0		0	0		\$0		\$0
	LDTs, Vans and SUVs	10		90,000	6,875		\$18,907		\$17,056
	Exempt Vehicles	0	2		1,375		\$3,781		\$3,411
Hybrid Electric	Cars and Station Wagons	0		0	0		\$0		\$0
	LDTs, Vans and SUVs	0		0	0		\$0		\$0
	Exempt Vehicles	0	0		0		\$0		\$0
Diesel	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
E85	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
CNG	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
Propane	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
All Electric	LDTs, Vans and SUVs	0		0		0		\$0	\$0

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Exempt vehicles are those vehicles that for reasons given in RSMo 414.400 - 414.417 are exempt from vehicle fuel efficiency and alternative fuel requirements. Eligible vehicles include only those vehicles that are eligible to meet vehicle fuel efficiency and alternative fuel requirements specified in RSMo 414.400 - 414.417.

At-the-pump units are cubic feet for CNG; kWh for electric; and gallons for gasoline, diesel, E85 and propane. Biodiesel (B100) consumption figures are shown on the summary table under the diesel vehicle categories as the alternative fuels.

State organizations included under the category of other state organizations are the State Offices of the Governor, Lieutenant Governor, Legislature and Judiciary.

**SUMMARY TABLE
VEHICLE OPERATIONS**

**LINCOLN UNIVERSITY
Fiscal Year 2014**

Vehicle Type	Description	Number of Vehicles		Miles Traveled	Fuel Consumption (at-the-pump units)		Cost		
		<= 8500 lbs	> 8500 lbs		Gas or Diesel	Alternative Fuel	Gas or Diesel	Alternative Fuel	Maintenance
Gasoline	Cars and Station Wagons	2		28,023	1,006		\$3,370		\$403
	LDTs, Vans and SUVs	17		270,864	9,724		\$34,907		\$966
	Exempt Vehicles	63	3		29,064		\$101,339		\$3,400
Hybrid Electric	Cars and Station Wagons	4		57,300	1,719		\$5,157		\$0
	LDTs, Vans and SUVs	4		77,067	2,312		\$6,936		\$0
	Exempt Vehicles	0	0		0		\$0		\$0
Diesel	Cars and Station Wagons	7		13,876	512	0	\$1,889	\$0	\$128
	LDTs, Vans and SUVs	6		21,789	804	0	\$2,967	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
E85	Cars and Station Wagons	1		6,826	215	0	\$677	\$0	\$0
	LDTs, Vans and SUVs	2		3,588	97	16	\$335	\$49	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
CNG	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
Propane	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
All Electric	LDTs, Vans and SUVs	0		0		0		\$0	\$0

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At-the-pump units are cubic feet for CNG; kWh for electric; and gallons for gasoline, diesel, E85 and propane. Biodiesel (B100) consumption figures are shown on the summary table under the diesel vehicle categories as the alternative fuels.

State organizations included under the category of other state organizations are the State Offices of the Governor, Lieutenant Governor, Legislature and Judiciary.

**SUMMARY TABLE
VEHICLE OPERATIONS**

**MISSOURI SOUTHERN STATE UNIVERSITY
Fiscal Year 2014**

Vehicle Type	Description	Number of Vehicles		Miles Traveled	Fuel Consumption (at-the-pump units)		Cost		
		<= 8500 lbs	> 8500 lbs		Gas or Diesel	Alternative Fuel	Gas or Diesel	Alternative Fuel	Maintenance
Gasoline	Cars and Station Wagons	7		45,771	2,044		\$6,951		\$8,787
	LDTs, Vans and SUVs	0		0	0		\$0		\$0
	Exempt Vehicles	30	0		4,950		\$17,183		\$21,790
Hybrid Electric	Cars and Station Wagons	0		0	0		\$0		\$0
	LDTs, Vans and SUVs	0		0	0		\$0		\$0
	Exempt Vehicles	0	0		0		\$0		\$0
Diesel	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	1	0		39	0	\$130	\$0	\$0
E85	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
CNG	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
Propane	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
All Electric	LDTs, Vans and SUVs	0		0		0		\$0	\$0

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Exempt vehicles are those vehicles that for reasons given in RSMo 414.400 - 414.417 are exempt from vehicle fuel efficiency and alternative fuel requirements. Eligible vehicles include only those vehicles that are eligible to meet vehicle fuel efficiency and alternative fuel requirements specified in RSMo 414.400 - 414.417.

At-the-pump units are cubic feet for CNG; kWh for electric; and gallons for gasoline, diesel, E85 and propane. Biodiesel (B100) consumption figures are shown on the summary table under the diesel vehicle categories as the alternative fuels.

State organizations included under the category of other state organizations are the State Offices of the Governor, Lieutenant Governor, Legislature and Judiciary.

**SUMMARY TABLE
VEHICLE OPERATIONS**

**MISSOURI STATE UNIVERSITY
Fiscal Year 2014**

Vehicle Type	Description	Number of Vehicles		Miles Traveled	Fuel Consumption (at-the-pump units)		Cost		
		<= 8500 lbs	> 8500 lbs		Gas or Diesel	Alternative Fuel	Gas or Diesel	Alternative Fuel	Maintenance
Gasoline	Cars and Station Wagons	14		72,608	3,781		\$11,546		\$6,116
	LDTs, Vans and SUVs	148		519,805	33,875		\$103,891		\$76,431
	Exempt Vehicles	0	0		0		\$0		\$0
Hybrid Electric	Cars and Station Wagons	2		2,132	104		\$355		\$527
	LDTs, Vans and SUVs	0		0	0		\$0		\$0
	Exempt Vehicles	0	0		0		\$0		\$0
Diesel	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	8		148,231	7,686	0	\$26,217	\$0	\$7,394
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
E85	Cars and Station Wagons	2		22,849	2,265	0	\$6,907	\$0	\$5,059
	LDTs, Vans and SUVs	11		124,408	9,091	0	\$27,603	\$0	\$6,982
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
CNG	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
Propane	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
All Electric	LDTs, Vans and SUVs	9		2,856		914		\$78	\$4,101

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At-the-pump units are cubic feet for CNG; kWh for electric; and gallons for gasoline, diesel, E85 and propane. Biodiesel (B100) consumption figures are shown on the summary table under the diesel vehicle categories as the alternative fuels.

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**SUMMARY TABLE
VEHICLE OPERATIONS**

**MISSOURI WESTERN STATE UNIVERSITY
Fiscal Year 2014**

Vehicle Type	Description	Number of Vehicles		Miles Traveled	Fuel Consumption (at-the-pump units)		Cost		
		<= 8500 lbs	> 8500 lbs		Gas or Diesel	Alternative Fuel	Gas or Diesel	Alternative Fuel	Maintenance
Gasoline	Cars and Station Wagons	0		0	0		\$0		\$0
	LDTs, Vans and SUVs	0		0	0		\$0		\$0
	Exempt Vehicles	24	0		9,145		\$21,300		\$7,375
Hybrid Electric	Cars and Station Wagons	0		0	0		\$0		\$0
	LDTs, Vans and SUVs	0		0	0		\$0		\$0
	Exempt Vehicles	0	0		0		\$0		\$0
Diesel	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	5		5,750	0	\$19,107	\$0	\$20,412
E85	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
CNG	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
Propane	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
All Electric	LDTs, Vans and SUVs	0		0		0		\$0	\$0

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At-the-pump units are cubic feet for CNG; kWh for electric; and gallons for gasoline, diesel, E85 and propane. Biodiesel (B100) consumption figures are shown on the summary table under the diesel vehicle categories as the alternative fuels.

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**SUMMARY TABLE
VEHICLE OPERATIONS**

**NORTHWEST MISSOURI STATE UNIVERSITY
Fiscal Year 2014**

Vehicle Type	Description	Number of Vehicles		Miles Traveled	Fuel Consumption (at-the-pump units)		Cost		
		<= 8500 lbs	> 8500 lbs		Gas or Diesel	Alternative Fuel	Gas or Diesel	Alternative Fuel	Maintenance
Gasoline	Cars and Station Wagons	15		124,451	5,800		\$17,239		\$7,944
	LDTs, Vans and SUVs	38		113,188	9,932		\$29,314		\$9,484
	Exempt Vehicles	8	37		18,156		\$53,338		\$21,510
Hybrid Electric	Cars and Station Wagons	6		84,751	2,248		\$6,961		\$1,474
	LDTs, Vans and SUVs	0		0	0		\$0		\$0
	Exempt Vehicles	0	0		0		\$0		\$0
Diesel	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	14		34,051	0	\$114,077	\$0	\$42,920
E85	Cars and Station Wagons	14		247,328	7,327	842	\$22,506	\$2,305	\$6,891
	LDTs, Vans and SUVs	0		0	0	0	0	0	0
	Exempt Vehicles	0	51		2,032	153	\$6,471	\$432	\$688
CNG	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
Propane	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
All Electric	LDTs, Vans and SUVs	0		0		0		\$0	\$0

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Exempt vehicles are those vehicles that for reasons given in RSMo 414.400 - 414.417 are exempt from vehicle fuel efficiency and alternative fuel requirements. Eligible vehicles include only those vehicles that are eligible to meet vehicle fuel efficiency and alternative fuel requirements specified in RSMo 414.400 - 414.417.

At-the-pump units are cubic feet for CNG; kWh for electric; and gallons for gasoline, diesel, E85 and propane. Biodiesel (B100) consumption figures are shown on the summary table under the diesel vehicle categories as the alternative fuels.

State organizations included under the category of other state organizations are the State Offices of the Governor, Lieutenant Governor, Legislature and Judiciary.

**SUMMARY TABLE
VEHICLE OPERATIONS**

**SOUTHEAST MISSOURI STATE UNIVERSITY
Fiscal Year 2014**

Vehicle Type	Description	Number of Vehicles		Miles Traveled	Fuel Consumption (at-the-pump units)		Cost		
		<= 8500 lbs	> 8500 lbs		Gas or Diesel	Alternative Fuel	Gas or Diesel	Alternative Fuel	Maintenance
Gasoline	Cars and Station Wagons	13		86,093	4,256		\$13,892		\$1,743
	LDTs, Vans and SUVs	11		30,191	2,162		\$7,067		\$3,865
	Exempt Vehicles	121	9		39,848		\$130,330		\$128,175
Hybrid Electric	Cars and Station Wagons	0		0	0		\$0		\$0
	LDTs, Vans and SUVs	0		0	0		\$0		\$0
	Exempt Vehicles	0	0		0		\$0		\$0
Diesel	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	15	1		20,754	0	\$73,843	\$0	\$47,715
E85	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	7		23,269	2,740	0	\$8,907	\$0	\$1,265
	Exempt Vehicles	22	0		12,737	0	\$41,399	\$0	\$12,494
CNG	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
Propane	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
All Electric	LDTs, Vans and SUVs	0		0		0		\$0	\$0

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At-the-pump units are cubic feet for CNG; kWh for electric; and gallons for gasoline, diesel, E85 and propane. Biodiesel (B100) consumption figures are shown on the summary table under the diesel vehicle categories as the alternative fuels.

State organizations included under the category of other state organizations are the State Offices of the Governor, Lieutenant Governor, Legislature and Judiciary.

**SUMMARY TABLE
VEHICLE OPERATIONS**

**TRUMAN STATE UNIVERSITY
Fiscal Year 2014**

Vehicle Type	Description	Number of Vehicles		Miles Traveled	Fuel Consumption (at-the-pump units)		Cost		
		<= 8500 lbs	> 8500 lbs		Gas or Diesel	Alternative Fuel	Gas or Diesel	Alternative Fuel	Maintenance
Gasoline	Cars and Station Wagons	0		0	0		\$0		\$0
	LDTs, Vans and SUVs	3		30,226	1,214		\$3,694		\$3,607
	Exempt Vehicles	2	0		1,751		\$5,392		\$3,607
Hybrid Electric	Cars and Station Wagons	0		0	0		\$0		\$0
	LDTs, Vans and SUVs	0		0	0		\$0		\$0
	Exempt Vehicles	0	0		0		\$0		\$0
Diesel	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	2	3		7,332	0	\$25,832	\$0	\$19,981
E85	Cars and Station Wagons	10		226,793	6,977	1,194	\$21,736	\$3,478	\$3,971
	LDTs, Vans and SUVs	13		123,922	6,170	672	\$19,306	\$3,707	\$2,486
	Exempt Vehicles	2	0		2,203	333	\$6,719	\$931	\$2,176
CNG	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
Propane	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
All Electric	LDTs, Vans and SUVs	0		0		0		\$0	\$0

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Exempt vehicles are those vehicles that for reasons given in RSMo 414.400 - 414.417 are exempt from vehicle fuel efficiency and alternative fuel requirements. Eligible vehicles include only those vehicles that are eligible to meet vehicle fuel efficiency and alternative fuel requirements specified in RSMo 414.400 - 414.417.

At-the-pump units are cubic feet for CNG; kWh for electric; and gallons for gasoline, diesel, E85 and propane. Biodiesel (B100) consumption figures are shown on the summary table under the diesel vehicle categories as the alternative fuels.

State organizations included under the category of other state organizations are the State Offices of the Governor, Lieutenant Governor, Legislature and Judiciary.

**SUMMARY TABLE
VEHICLE OPERATIONS**

**UNIVERSITY OF CENTRAL MISSOURI
Fiscal Year 2014**

Vehicle Type	Description	Number of Vehicles		Miles Traveled	Fuel Consumption (at-the-pump units)		Cost		
		<= 8500 lbs	> 8500 lbs		Gas or Diesel	Alternative Fuel	Gas or Diesel	Alternative Fuel	Maintenance
Gasoline	Cars and Station Wagons	0		0	0		\$0		\$0
	LDTs, Vans and SUVs	4		22,641	2,200		\$7,040		\$2,808
	Exempt Vehicles	128	0		34,695		\$109,289		\$12,785
Hybrid Electric	Cars and Station Wagons	0		0	0		\$0		\$0
	LDTs, Vans and SUVs	0		0	0		\$0		\$0
	Exempt Vehicles	0	0		0		\$0		\$0
Diesel	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	1		10,605	1,046	0	\$3,556	\$0	\$11,774
	Exempt Vehicles	6	4		5,230	0	\$17,520	\$0	\$5,738
E85	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
CNG	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
Propane	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
All Electric	LDTs, Vans and SUVs	7		85		27		\$2	\$35

Many management functions of the Missouri State Fleet in Jefferson City are centralized under the Office of Administration. Day-to-day decisions and record keeping tasks are performed by each agency. Therefore, the operations data used to generate this table was provided by the Missouri State Agencies that use on-road and off-road vehicles to accomplish their official duties.

Exempt vehicles are those vehicles that for reasons given in RSMo 414.400 - 414.417 are exempt from vehicle fuel efficiency and alternative fuel requirements. Eligible vehicles include only those vehicles that are eligible to meet vehicle fuel efficiency and alternative fuel requirements specified in RSMo 414.400 - 414.417.

At-the-pump units are cubic feet for CNG; kWh for electric; and gallons for gasoline, diesel, E85 and propane. Biodiesel (B100) consumption figures are shown on the summary table under the diesel vehicle categories as the alternative fuels.

State organizations included under the category of other state organizations are the State Offices of the Governor, Lieutenant Governor, Legislature and Judiciary.

SUMMARY TABLE
VEHICLE OPERATIONS

UNIVERSITY OF MISSOURI
Fiscal Year 2014

Vehicle Type	Description	Number of Vehicles		Miles Traveled	Fuel Consumption (at-the-pump units)		Cost		
		<= 8500 lbs	> 8500 lbs		Gas or Diesel	Alternative Fuel	Gas or Diesel	Alternative Fuel	Maintenance
Gasoline	Cars and Station Wagons	136		1,095,771	48,997		\$129,920		\$39,057
	LDTs, Vans and SUVs	567		3,069,155	194,035		\$502,246		\$294,941
	Exempt Vehicles	242	147		161,955		\$463,199		\$249,072
Hybrid Electric	Cars and Station Wagons	2		19,308	1,590		\$4,710		\$1,069
	LDTs, Vans and SUVs	1		9,877	418		\$1,378		\$1,097
	Exempt Vehicles	0	1		498		\$1,326		\$390
Diesel	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	12		62,696	6,027	0	\$16,286	\$0	\$7,568
	Exempt Vehicles	4	105		116,080	0	\$349,700	\$0	\$202,082
E85	Cars and Station Wagons	39		275,889	14,484	4,510	\$38,486	\$10,297	\$24,471
	LDTs, Vans and SUVs	98		685,823	28,016	13,556	\$84,373	\$36,375	\$78,248
	Exempt Vehicles	31	13		27,022	4,886	\$85,726	\$12,783	\$30,471
CNG	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
Propane	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
All Electric	LDTs, Vans and SUVs	6		8,254		2,535		\$226	\$3,357

Many management functions of the Missouri State Fleet in Jefferson City are centralized under the Office of Administration. Day-to-day decisions and record keeping tasks are performed by each agency. Therefore, the operations data used to generate this table was provided by the Missouri State Agencies that use on-road and off-road vehicles to accomplish their official duties.

Exempt vehicles are those vehicles that for reasons given in RSMo 414.400 - 414.417 are exempt from vehicle fuel efficiency and alternative fuel requirements. Eligible vehicles include only those vehicles that are eligible to meet vehicle fuel efficiency and alternative fuel requirements specified in RSMo 414.400 - 414.417.

At-the-pump units are cubic feet for CNG; kWh for electric; and gallons for gasoline, diesel, E85 and propane. Biodiesel (B100) consumption figures are shown on the summary table under the diesel vehicle categories as the alternative fuels.

State organizations included under the category of other state organizations are the State Offices of the Governor, Lieutenant Governor, Legislature and Judiciary.

Appendix C

Exempt vehicles are vehicles operated by state agencies and designated for duties that exempt the vehicles from vehicle fuel efficiency and alternative fuel requirements. These duties include off-road, maintenance, construction, trailer transport, law enforcement and emergency vehicles. Exempt vehicles also include vehicles that exceed the 8,500 gross vehicle weight rating (GVWR).

Eligible or non-exempt vehicles are those vehicles operated by state agency fleets that are required to meet vehicle fuel efficiency and alternative fuel requirements. Most eligible vehicles are used primarily for commuting from one location to another on established roadways.

GGE (or “gasoline gallon equivalents”) is used as a unit of measure for alternative fuels. GGE is based on the fuel’s energy content rather than the at-the-pump unit of measure normally shown in unit volume. An example of this is the comparison of a gallon of E85 to a gallon of gasoline. Since the energy content of E85 is less than that of gasoline, one gallon of E85 is equivalent to 0.7130 gallons of gasoline. As applied throughout this report, check Appendix C for more information on the conversion of alternative fuels from at-the-pump units of consumption to GGE.

As defined by Section 414.400, RSMo, alternative fuels are those motor vehicle fuels that are not substantially unleaded gasoline or diesel, and otherwise contribute to potential energy security and environmental benefits. Gasoline gallon equivalent (GGE) is used throughout the report as a unit of measure for alternative fuels. GGE is based on the fuel’s energy content rather than the at-the-pump unit of measure, normally shown in unit volume. An example of this is the comparison of a gallon of 85 percent ethanol (E85) to a gallon of gasoline. Since the energy content of E85 is less than that of gasoline, one gallon of E85 is equivalent to 0.7130 gallons of gasoline.

**Unit Consumption Conversion Table of Vehicle Motor Fuels,
At-the-Pump Units to Gasoline Gallon Equivalents (GGE)**

Fuel Type	At-the-Pump Units	BTU/Unit	GGE/Unit
Gasoline	Gallon	115,000	1.0000
E85	Gallon	82,000	0.7130
Propane	Gallon	89,000	0.7739
CNG	Cubic Feet	1,000	0.0087
Diesel	Gallon	130,000	1.1304
Biodiesel (20)	Gallon	128,800	1.1200
Biodiesel (100)	Gallon	124,200	1.0800
Electric	Kilowatt hour	3,413	0.0297

Appendix D

- **Average Fleet Fuel Economy of New Acquisition Passenger Cars**
- **Average Fleet Fuel Economy of New Acquisition Light-Duty Trucks**
- **Percent Alternative Fuel Vehicles of all New Vehicle Acquisitions**
- **Percent Alternative Fuel Usage in Alternative Fuel Vehicles - B20 and Exempt Usage Not Included**
- **Percent Alternative Fuel Usage in Non-Exempt and Exempt Alternative Fuel Vehicles – B20 Usage Included in Diesel Vehicles**

**AVERAGE FLEET FUEL ECONOMY
NEW ACQUISITION PASSENGER CARS**

**MISSOURI STATE FLEET
FISCAL YEAR 2014**

The CAFE standard for newly built passenger cars is 32.1 MPG. In the following table, the average vehicle fuel efficiency of new acquisition passenger cars is shown for each agency. Passenger cars include both cars and station wagons that are eligible to meet vehicle fuel efficiency standards. If an agency is not shown, the agency did not report acquiring any new passenger cars that were eligible to meet state vehicle fuel efficiency requirements throughout the fiscal year.

ATTORNEY GENERAL	37.1
DEPARTMENT OF AGRICULTURE	37.1
DEPARTMENT OF CORRECTIONS	36.6
DEPARTMENT OF ECONOMIC DEVELOPMENT	34.6
DEPARTMENT OF ELEMENTARY AND SECONDARY EDUCATION	45.2
DEPARTMENT OF HEALTH AND SENIOR SERVICES	53.4
DEPARTMENT OF INSURANCE	42.6
DEPARTMENT OF MENTAL HEALTH	34.6
DEPARTMENT OF NATURAL RESOURCES	34.3
DEPARTMENT OF PUBLIC SAFETY	40.8
DEPARTMENT OF REVENUE	36.6
DEPARTMENT OF SOCIAL SERVICES	38.0
DEPARTMENT OF TRANSPORTATION	40.0
LINCOLN UNIVERSITY	39.0
MISSOURI SOUTHERN STATE UNIVERSITY	34.8
NORTHWEST MISSOURI STATE UNIVERSITY	66.1
OFFICE OF ADMINISTRATION	41.7
OTHER STATE ORGANIZATIONS	37.1
TRUMAN STATE UNIVERSITY	35.8
UNIVERSITY OF MISSOURI	37.1
MISSOURI STATE FLEET	40.4

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**AVERAGE FLEET FUEL ECONOMY
NEW ACQUISITION LIGHT DUTY TRUCKS****MISSOURI STATE FLEET
FISCAL YEAR 2014**

The CAFE standard for newly built light duty trucks is 23.1 MPG. In the following table, the average vehicle fuel efficiency of all new acquisition light duty trucks is shown for each agency. Light duty trucks include trucks, vans and SUVs that are eligible to meet vehicle fuel efficiency standards. If an agency is not shown, the agency did not report acquiring any new light duty trucks that were eligible to meet state vehicle fuel efficiency requirements throughout the fiscal year.

DEPARTMENT OF AGRICULTURE	30.2
DEPARTMENT OF CONSERVATION	34.0
DEPARTMENT OF CORRECTIONS	28.2
DEPARTMENT OF ECONOMIC DEVELOPMENT	26.7
DEPARTMENT OF ELEMENTARY AND SECONDARY EDUCATION	34.0
DEPARTMENT OF INSURANCE	34.0
DEPARTMENT OF MENTAL HEALTH	30.2
DEPARTMENT OF NATURAL RESOURCES	28.6
DEPARTMENT OF PUBLIC SAFETY	29.0
DEPARTMENT OF REVENUE	34.0
DEPARTMENT OF SOCIAL SERVICES	34.0
DEPARTMENT OF TRANSPORTATION	29.2
LINCOLN UNIVERSITY	34.0
MISSOURI STATE UNIVERSITY	27.4
OFFICE OF ADMINISTRATION	32.1
OTHER STATE ORGANIZATIONS	34.0
SOUTHEAST MISSOURI STATE UNIVERSITY	32.6
TRUMAN STATE UNIVERSITY	34.0
UNIVERSITY OF MISSOURI	28.7
MISSOURI STATE FLEET	30.0

PERCENT ALTERNATIVE FUEL VEHICLES OF ALL NEW VEHICLE ACQUISITIONS

MISSOURI STATE FLEET FISCAL YEAR 2014

Agencies that operate less than 16 eligible vehicles are not subject to program acquisition requirements, therefore only agencies that operate greater than 15 eligible vehicles are shown in the following table. At least 70 percent of an agency's fleet vehicle acquisitions over a one year period shall be vehicles capable of using alternative fuels. In keeping with US DOE guidelines, beginning with FY 2014, only ½ credit will be awarded for the purchase of hybrid vehicles.

DEPARTMENT OF AGRICULTURE	90.0%
DEPARTMENT OF CONSERVATION	100.0%
DEPARTMENT OF CORRECTIONS	88.4%
DEPARTMENT OF ECONOMIC DEVELOPMENT	33.3%
DEPARTMENT OF ELEMENTARY AND SECONDARY EDUCATION	100.0%
DEPARTMENT OF HEALTH AND SENIOR SERVICES	100.0%
DEPARTMENT OF INSURANCE	77.8%
DEPARTMENT OF MENTAL HEALTH	80.0%
DEPARTMENT OF NATURAL RESOURCES	76.7%
DEPARTMENT OF PUBLIC SAFETY	70.8%
DEPARTMENT OF REVENUE	88.9%
DEPARTMENT OF SOCIAL SERVICES	80.0%
DEPARTMENT OF TRANSPORTATION	95.2%
LINCOLN UNIVERSITY	66.7%
MISSOURI STATE UNIVERSITY	83.3%
NORTHWEST MISSOURI STATE UNIVERSITY	60.0%
OFFICE OF ADMINISTRATION	68.8%
OTHER STATE ORGANIZATIONS	100.0%
SOUTHEAST MISSOURI STATE UNIVERSITY	75.0%
TRUMAN STATE UNIVERSITY	90.0%
UNIVERSITY OF MISSOURI	93.3%
AGENCIES WITH GREATER THAN 15 VEHICLES	82.8%

Agency Notes:

Department of Economic Development - Ordered three vehicles in FY 14. Only one vehicle was E85 capable. The statewide contract for 2014 Model Year Sport Utility Vehicles did not include a 4x4 SUV with the flex fuel option and it was not an option on the Ford Fusion.

Lincoln University – Ordered one Ford Fusion not E85 capable.

Northwest Missouri State University - Acquired four hybrid vehicles in FY 14 to achieve greater fuel efficiency and one E85 vehicle. The hybrids only receive one-half credit toward acquisition requirements, resulting in a 60% overall average for FY 14.

Office of Administration - Seven (7) flex fuel vehicles ordered in FY 14 were not delivered until July of 2014. OA ordered these vehicles in FY 14 with the intent of exceeding the 70% acquisition target for the agency as a whole. If these vehicles would have arrived a few days earlier, OA would have exceeded 70%.

**PERCENT ALTERNATIVE FUEL USAGE
IN ALTERNATIVE FUEL VEHICLES - B20 AND
EXEMPT USAGE NOT INCLUDED**

**MISSOURI STATE FLEET
FISCAL YEAR 2014**

Since agencies that operate less than 16 eligible vehicles are not subject to the 30 percent alternative fuel usage requirement described in RSMo 414.400 - 414.417, only agencies that operate greater than 15 eligible vehicles are shown in the following table. If no number appears, the agency did not report any alternative fuel usage.

DEPARTMENT OF AGRICULTURE	1%
DEPARTMENT OF CONSERVATION	0%
DEPARTMENT OF CORRECTIONS	10%
DEPARTMENT OF ECONOMIC DEVELOPMENT	9%
DEPARTMENT OF ELEMENTARY AND SECONDARY EDUCATION	6%
DEPARTMENT OF HEALTH AND SENIOR SERVICES	4%
DEPARTMENT OF INSURANCE	0%
DEPARTMENT OF LABOR AND INDUSTRIAL RELATIONS	15%
DEPARTMENT OF MENTAL HEALTH	4%
DEPARTMENT OF NATURAL RESOURCES	5%
DEPARTMENT OF PUBLIC SAFETY	0%
DEPARTMENT OF REVENUE	6%
DEPARTMENT OF SOCIAL SERVICES	5%
DEPARTMENT OF TRANSPORTATION	19%
LINCOLN UNIVERSITY	4%
MISSOURI STATE UNIVERSITY	0%
NORTHWEST MISSOURI STATE UNIVERSITY	8%
OFFICE OF ADMINISTRATION	14%
OTHER STATE ORGANIZATIONS	17%
SOUTHEAST MISSOURI STATE UNIVERSITY	0%
TRUMAN STATE UNIVERSITY	9%
UNIVERSITY OF MISSOURI	23%
MISSOURI STATE FLEET	7%

PERCENT ALTERNATIVE FUEL USAGE	MISSOURI STATE FLEET
IN NON-EXEMPT AND EXEMPT ALTERNATIVE FUEL	FISCAL YEAR 2014
VEHICLES - B20 USAGE INCLUDED IN DIESEL	
VEHICLES	

Since agencies that operate less than 16 eligible vehicles are not subject to the 30 percent alternative fuel usage requirement described in RSMo 414.400 - 414.417, only agencies that operate greater than 15 eligible vehicles are shown in the following table. If no number appears, the agency did not report any alternative fuel usage.

DEPARTMENT OF AGRICULTURE	1%
DEPARTMENT OF CONSERVATION	0%
DEPARTMENT OF CORRECTIONS	9%
DEPARTMENT OF ECONOMIC DEVELOPMENT	9%
DEPARTMENT OF ELEMENTARY AND SECONDARY EDUCATION	6%
DEPARTMENT OF HEALTH AND SENIOR SERVICES	4%
DEPARTMENT OF INSURANCE	0%
DEPARTMENT OF LABOR AND INDUSTRIAL RELATIONS	15%
DEPARTMENT OF MENTAL HEALTH	4%
DEPARTMENT OF NATURAL RESOURCES	3%
DEPARTMENT OF PUBLIC SAFETY	0%
DEPARTMENT OF REVENUE	6%
DEPARTMENT OF SOCIAL SERVICES	5%
DEPARTMENT OF TRANSPORTATION	2%
LINCOLN UNIVERSITY	4%
MISSOURI STATE UNIVERSITY	0%
NORTHWEST MISSOURI STATE UNIVERSITY	7%
OFFICE OF ADMINISTRATION	14%
OTHER STATE ORGANIZATIONS	17%
SOUTHEAST MISSOURI STATE UNIVERSITY	0%
TRUMAN STATE UNIVERSITY	9%
UNIVERSITY OF MISSOURI	19%
TOTAL NON-DIESEL VEHICLES	4%

DIESEL VEHICLES	
DEPARTMENT OF PUBLIC SAFETY	17%
DEPARTMENT OF TRANSPORTATION	37%
TOTAL B20 USAGE	30%

MISSOURI STATE FLEET	20%
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Note: The Department of Public Safety reported using biodiesel in FY 14, accessed through some of the Department of Transportation refueling sites.